SUZUKI

SERVICE GUIDE

1970

FOR MOTORCYCLE

Forward

This Service guide is prepared for the best interest of your Suzuki customers and give you first hand knowledge of checking, arranging of your Suzuki new machines and to acquire necessary data and informations for servicing to your customers.
As you know well, to give the best service to customers is to give the best credit and satisfaction to customers and is the best way to promote your sales.
Please be assured to utilize this Service guide as your strongest weapons to get customer's satisfaction and together with your profits.
All the informations and specifications contained herein are the most up-to-date at the time of publication, and we reserve the right to change them without further notice and without incurring obligation.

June 15, 1970
SUZUKI MOTOR CO., LTD

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1. PRE-DELIVERY SERVICE

No matter how well designed a new machine is, without the proper initial set up it may give the customer unexpected unhappy results.
For this reason, remember a small amount of neglect can result in a great deal of customer dissatisfaction, and a resultant loss of dealer profits.
Please inspect and adjust each new machine thoroughly, thus preventing customer dissatisfaction and assuring maximum respect for your Suzuki products.

1–1. Initial Charging of the New Battery

It is necessary to fill each new battery with the proper electrolyte solution before charging.

A. Use an electrolyte solution with a specific gravity of 1.26 at 20° C (68° F). Fill to the upper line printed on the outside of the battery and cut off the sealed end of the air vent tube at the end.
The specific gravity of the electrolyte varies according to the temperature of the solution. Measure the temperature and convert the reading into its equivalent at 20° C (68° F) by using the conversion chart listed below.

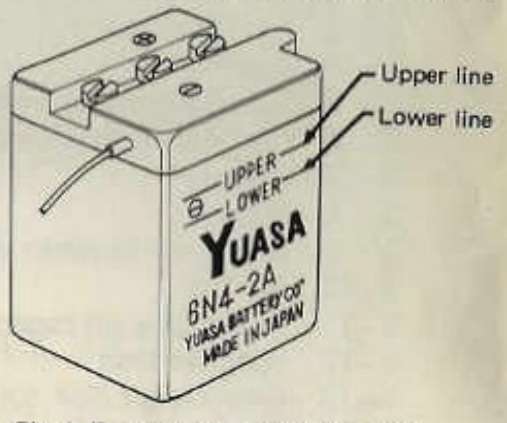


Fig. 1 Electrolyte solution level line

Temperature		−10°C (14°F)	0°C (32°F)	10°C (50°F)	20°C (68°F)	20°C (86°F)	40°C (104°F)
Specific Gravity	(6 volt)	1.281	1.274	1.267	1.260	1.253	1.246
	(12 volt)	1.301	1.294	1.287	1.280	1.273	1.266

B. Charge the battery with 1/10 ampere current of battery capacity for the initial charge. Since the charging time should vary according to date of battery manufacture, refer to the following table:

Month following manufacture	6	9	12	over 12
Charging hours necessary	20	30	40	60

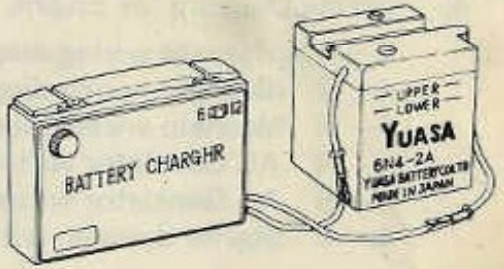


Fig. 2 Charging battery

1–2. Transmission Oil

A good grade oil with proper viscosity for maximum lubrication efficiency should be chosen. When too light an oil is used, gear noise increases and lubrication is inadequate. When too heavy an oil is used, gear noise decreases but the clutch will drag in cold weather. For this reason a good grade SAE 20W/40 multigrade oil is recommended for all seasons. Remove the oil filler plug and carefully fill each model with the correct specified amount.

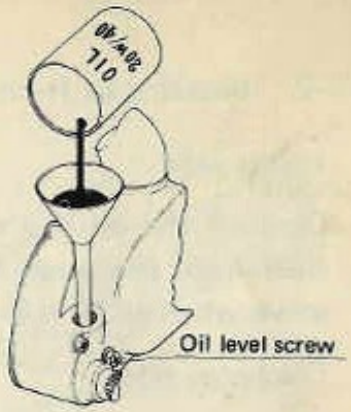


Fig. 3 Pour gear box oil

1–3. Oil Pump

1–3–1. Adjusting the oil pump control cable

A. Adjust the throttle cable play to 0.5-1.0mm (.02-.04 inch) by turning the throttle cable adjustor located beneath the throttle grip housing.

B. Adjust the oil pump by adjusting the pump control cable adjuster so that the each marks on the oil pump lever align when the throttle is held wide open. (except F50, TS90, TC90, K125-2)
Or by turning the throttle grip, align the upper hole in the throttle valve with the upper part of the carburetor main bore.
Next use the wire adjuster to make the alignment markings on the oil pump match. (F50, TS90, TC90, K125-2 only)

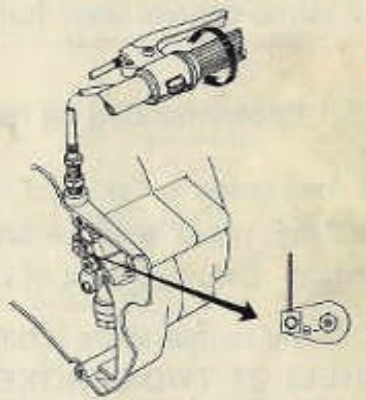


Fig. 4 Adjusting oil pump control cable (Type 1)

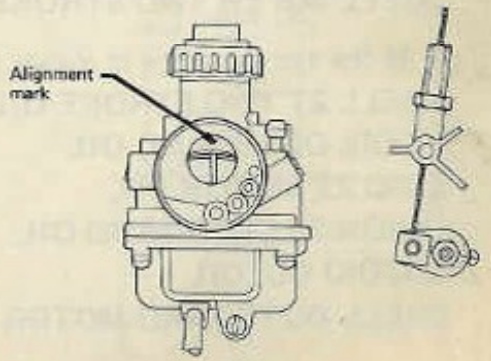


Fig. 5 Adjusting oil pump control coble (Type 2)

1–3–2. Bleeding air from the oil pump.

A. Intake side

Connect the oil line to the oil tank outlet. Loosen the air bleed screw and let oil flow from the bleed hole until the lines are free of bubbles. Retighten the bleed screw when all air is expelled.

B. Discharge side

Connect all banjo bolts. Start the engine and let run at 1500 to 2000 rpm with the oil pump control lever fully open until all air bubbles are gone.

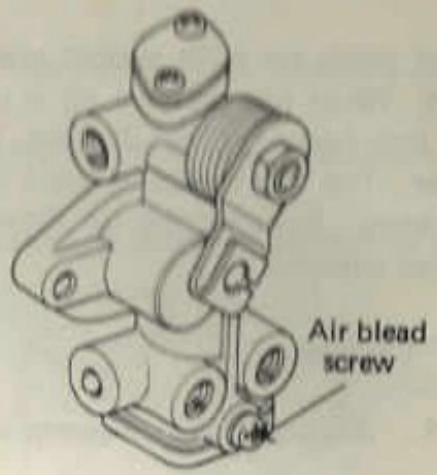


Fig. 6 Air bleed screws

1–3–3. Recommended oil for the "Posi-Force Lubrication" system

If low grade oil is used, lubrication will be inadequate with resultant engine overheating, rapid wear of engine parts, and extreme carbon accumulation inside the engine. Below is a list of recommended oils:

* If the temperature is below 10°C (50°F)

SHELL 2T TWO STROKE OIL
SUZUKI CCI OIL
SHELL SUPER TWO STROKE OIL
MOBIL SUPER TWO STROKE OIL
SUPER SHELL MOTOR OIL

* If the temperature is above 10°C (50°F)

SHELL 2T TWO STROKE OIL
MOBIL OUTBOARD OIL
ESSO 2T MOTOR OIL
UNION 76 OUTBOARD OIL
SUZUKI CCI OIL
SHELL OUTBOARD MOTOR OIL
SHELL SUPER TWO STROKE OIL
ESSO OUTBOARD OIL
STANDARD OUTBOARD OIL
TEXACO OUTBOARD OIL
CASTROL 2 STROKE OIL (SAE 30/40)
CALTEX 2T PLUS MOTOR OIL

1–4. Adjusting Carburetor

1–4–1. Adjusting throttle cable play

A. Before adjusting the carburetor, adjust the throttle cable play to 0.5~1.0mm (0.02 ~0.04in) by turning the throttle cable adjuster under the throttle grip housing.

B. Open the throttle completely and check if there is 0.2mm (0.008in) play in throttle cable.
If necessary, adjust with the throttle cable adjuster on top of the carburetor.

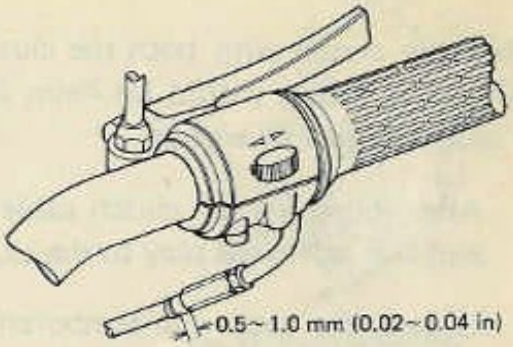


Fig. 7 Adjusting throttle cable (1)

1–4–2. Adjusting idling

A. Start the engine and after warming up adjust the engine idling speed to the lowest r.p.m. possible using the throttle valve adjusting screw.
Be sure to leave the pilot air adjusting screw as the specified setting.

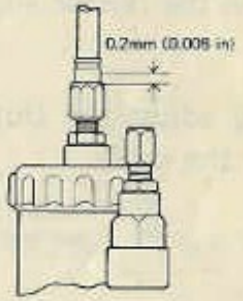


Fig. 8 Adjusting throttle cable (2)

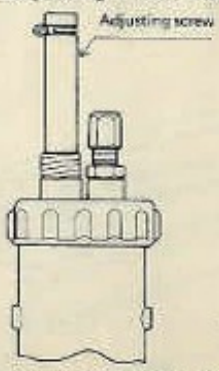


Fig. 9 Adjusting idling speed

1–5. Adjusting Clutch

Adjust the clutch with both the clutch cable adjuster and release adjusting screw. The play of the clutch should be 4mm (0.16in) measured at the clutch lever holder before the clutch begins to engage.

A. After loosening the clutch cable adjuster lock nut screw in the clutch cable adjuster and give sufficient play to the clutch cable.

B. Loosen the lock nut temporarily by using box wrench to turn back the release adjusting screw.

C. Turn in the release adjusting screw until it stops slightly and then back it out ¼~½ turn.

D. Finally adjust the clutch cable adjuster again until about 4mm (0.16in) of play is left in the cable.

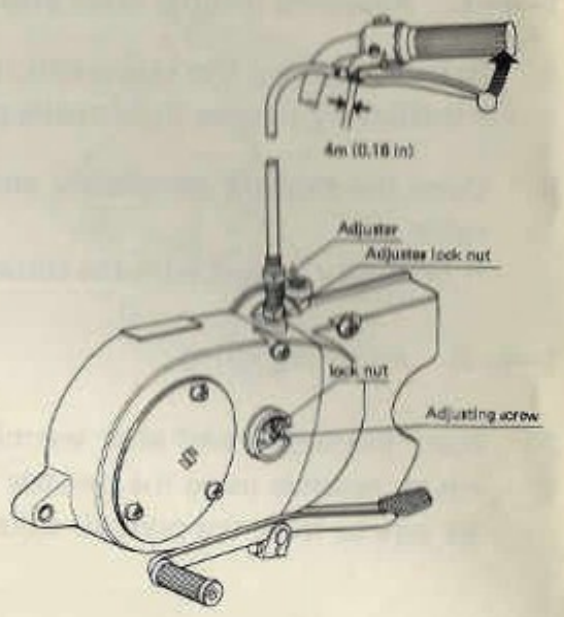


Fig. 10 Adjusting clutch cable

1–6. Adjusting Brake

1–6–1. Adjusting Front Brake

Adjust the brake cable with the brake cam adjust nut so that there is 20~30mm (0.8~1.2in) of clearance between the front brake lever and the throttle grip when the brake engages.

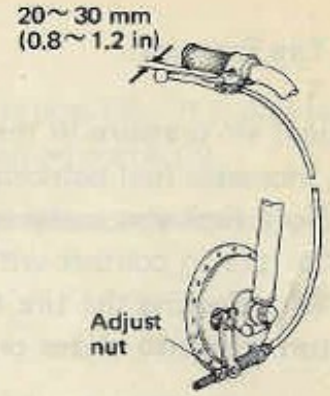


Fig. 11 Front brake play

1–6–2. Adjusting Rear Brake

Adjust the travel of the brake pedal with brake rod adjusting nut to 20~30mm (0.8~1.2in).

Turning adjusting nut in	decreases traval
Turning adjusting nut out	increases traval

Fig. 12 Brake pedal play

1–7. Adjusting Drive Chain

Adjust the drive chain by the following manner until it has 20~30mm (0.8~1.2in) of play at the middle of two sprockets or inspection hole.

A. Put the motorcycle on the center stand.
B. Removing the cotter pin, loosen two nuts shown in Fig. 13.
C. Adjust the drive chain by turning the right and left chain adjuster bolts until it has 20~30mm of play midway between the sprockets when pushed up and down by fingers.

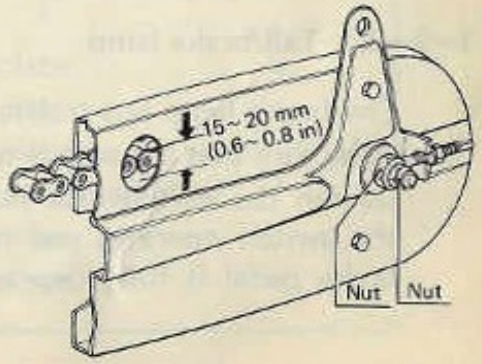


Fig. 13 Drive chain play

1–8. Tire Pressure

Insufficient air pressure in the tires hastens tire wear and increases road resistance which, in turn, increases fuel consumption and adversely affects the performance of the motorcycle. Soft tires also make smooth cornering difficult. Over-inflated tires decrease the amount of tire in contact with the ground and cause skids when the brakes are applied, as well as subjecting the tire to stress, which is bad for it. Hard tires also tend to throw the motorcycle into slides on coners. Be sure that tire pressure is correct at all times.

Fig. 14 Checking tire pressure

1–9. Checking Electrical Equipment

1–9–1. Head lamp, horn and turn signal lamp

Check to see if the head lamp turn on and the beam can be changed both downward and upward by pushing the dimmer switch knob to left and right.
Check to see that the horn sounds properly by pushing the horn button. Also check the turn Signal lamps flash properly by pushing the turn signal lamp switch knob to right and left.

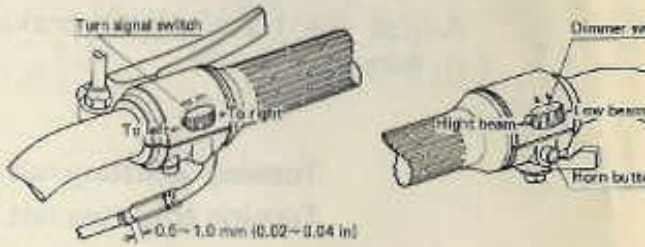


Fig. 15 Checking electrical equipment

1–9–2. Tail/brake lamp

The brake lamp lets traffic behind the rider know the rear brake has been applied, so be sure that the switch works properly at all times.
Loosen the switch lock nuts and move the switch up and down to adjust it until the switch operates and turns on the brake lamp about 5mm (0.2in) before the brake pedal is fully depressed.

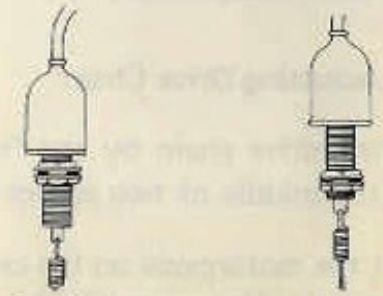


Fig. 16 Switch adjustment

2. TROUBLE SHOOTING

When trouble occurs with a motorcycle, it is important to find the source of the trouble as rapidly as possible. It is also necessary to perform only the work required to repair the machine and not bother with parts which are functioning correctly.

The list of possible troubles and their causes given below should help the service man to repair the motorcycles quickly and with the least the expenditure of effort.

2–1. If the Engine is Hard to Start

Check the fuel in the fuel tank first. When the correct amount of fuel is in the tank, check the following points.

Description	Check Points	Action
1. Check to see that fuel flows into the carburetor. If not	1. Fuel strainer clogged 2. Fuel pipe clogged or damaged 3. Tank cap air vent clogged 4. Fuel cock clogged	Remove and clean clean or replace Clean with a wire Clean with a wire
2. Check to see that a hot, blue spark jumps in the spark plug. (Turn engine with kick starter).	1. Ignition timing 2. Fuel 3. Carburetor float 4. Engine compression	Adjust Check carburetion Adjust or replace See specifications and adjust
3. If spark is weak, check for:	1. Damage in spark plug 2. Incorrect spark plug gap 3. Damage in spark plug cap 4. Dirty contact points 5. Bad insulation in condenser 6. Damage in ignition coil or primary coil	Replace Adjust Replace Clean and adjust Replace Replace

4. If there is no spark check for:	1. Damage in spark plug	Replace
	2. Dirty or wet spark plug	Clean
	3. Incorrect spark plug gap	Adjust
	4. Dirty or incorrect contact point gap	Clean and adjust
	5. Bad insulation in condenser	Replace
	6. Damage in ignition coil or primary coil	Replace
	7. Damage in ignition switch	Replace
	8. Damage in wiring harness	Repair or replace
	9. Incorrect spark plug heat range	Replace
5. Check to see that engine compression is proper. (Turn engine with kick starter) If engine compression is improper:	1. Worn cylinder and piston rings	Repair or replace
	2. Stick pistion ring on piston	Repair or replace
	3. Damaged cylinder head gasket	Replace
	4. Damaged cylinder base gasket	Replace
	5. Damaged piston	Replace
	6. Improperly tightened spark plug	Tighten securely
	7. Faded spark plug gasket	Replace
	8. Improperly tightened cylinder head	Tighten securely
	9. Gas leaks from crankcase joining	Repair or replace
	10. Damaged cylinder or cylinder head	Replace
	11. Damaged oil seals	Replace

2–2. If Abnormal Noise is Heard in Engine

Description	Check Point	Acrion
	1. Too big clearance between piston and cylinder	Repair or replace
	2. Too big clearance between piston rings and grooves	Replace piston
	3. Piston rings stiff with carbon	Clean
	4. Worn con-rod big end	Replace
	5. Worn con-rod small end bearing	Replace
	6. Damaged piston rings	Replace
	7. Too early ignition timing	Adjust
	8. Defective primary pinion and gear	Replace
	9. Worn crankshaft bearings	Replace
	10. Defective transmission gear	Replace
	11. Defective transmission shaft bearings	Replace

2–3. If Engine Overheats

If engine overheats at hgih speed running after it is broken in, check to see that the oiling system is in good condition, if the brake is dragging, or if the cylinder cooling fins are dirty. Inspect the following points.

Description	Check Point	Action
1. Check to see if oiling system for the following:	1. Improperly adjusted oil pump control lever	Adjust
	2. Air in oil lines	Remove air
	3. Checked oil tank breather pipe	Correct
	4. Incorrect oil used	Use prescribed oil
2. Check to see if engine compression is higher than standard. If so, check for:	* Too high compression	
	1. Carbon deposits in combustion chamber	Remove carbon deposits
	2. Too thin cylinder head gasket	Replace
3. Check for carbon deposits in:	1. In Muffler exhaust pipe, exhaust port and combustion chamber	Disassemble and remove carbon deposits
4. Check to see that piston rings move smoothly in grooves.	1. Piston rings are stiff from carbon deposits	Remove carbon deposits
5. Check to see that the clutch works properly	Clutch slippage causes overheating	Adjust
6. Check to see that the ignition timing is correct		Adjust
7. Drive chain too tight		Adjust
8. Incorrect spark plug heat range		Replace with colder plug
9. Too lean fuel mixture		Adjust carburetor

2–4. Defective Clutch

Description	Check Point	Action
1. Clutch slippage	1. Improperly adjusted clutch	Adjust
	2. Worn clutch springs	Replace
	3. Worn clutch plates	Replace
2. If clutch drags	1. Improper weight oil	Replace
	2. Uneven clutch spring tension	Replace
3. Wheel is not true	1. Up-and-down play in hub bearings	Replace
	2. Deformed wheel rim	Repair or replace
	3. Loose spokes	Repair
	4. Chain too tight	Adjust
	5. Loose swinging arm fitting	Tighten
	6. Warped frame	Replace
	7. Incorrect tire pressure	Correct

2–5. Gear Shifting Troubles

First check the clutch operation and amount of oil in the transmission chamber.
Inspect the following points.

Description	Check Point	Action
1. Gear engagement	* If gears do not engage, check for:	
	1. Damaged gear shifting cam groove	Replace shifting cam
	2. Gear shifting forks not moved smoothly on cam	Repair scoring or burrs with emery paper
	3. Damaged gear shifting fork	Replace
	4. Seized gears	Replace
2. Gear shifting lever	* If gear shifting lever does not return to normal position, check for:	
	1. Damaged gear shifting shaft return spring	Replace
	2. Friction between gear shifting shaft and crankcase	Repair bent shaft or replace
3. Jumping out of gear	* If the gears disengage while running, check for:	
	1. Worn or bent gear shifting fork	Replace
	2. Worn gear dog teeth	Replace gear
	3. Worn or damaged gear shifting cam stopper spring	Replace spring

2–6. Bad Stabilization And Steering

Description	Check Point	Action
1. Handlebar stiff	1. Steering stem lock nut too tight	Adjust
	2. Bent steering stem	Repair or replace
	3. Damaged steel balls	Replace
2. Hanklebar not stable	1. Incorrect wheel alignment	Adjust
	2. Play in front wheel fitting	Repair
	3. Damaged steel balls	Replace
	4. Bent fork stem	Repair or replace
	5. Worn or damaged bearing races	Replace
	6. Bent front fork	Repair or replace
	7. Bent swinging arm	Repair
	8. Incorrect frok oil level	Repair or replace
	9. Worn fork spring	Replace
3. Wheel is not true	1. Up-and-down play in hub bearings	Replace
	2. Deformed wheel rim	Repair or replace
	3. Loose spokes	Repair
	4. Chain too tight	Adjust
	5. Loose swinging arm fitting	Tighten
	6. Warped frame	Replace
	7. Incorrect tire pressure	Correct

3. SERVICING

3–1. Transmission Oil, Fuel Tank & Oil Tank Capacity

Models	Transmission Oil	Fuel Tank	Oil Tank
U50	550 cc (0.58/0.48 qt, US/Imp)	3.4 liter (1.1/0.9 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
F50	450 cc (0.48/0.40 qt, US/Imp)	3.2 liter (0.9/0.7 gal, US/Imp)	0.8 liter (1.69/1.42 pt, US/Imp)
K50, K50D	550 cc (0.58/0.48 qt, US/Imp)	6.0 liter (1.5/1.3 gal, US/Imp)	1.3 liter (2.74/2.28 pt, US/Imp)
K50-2, K50D-2	500 cc (0.55/0.45 qt, US/Imp)	6.0 liter (1.5/1.3 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
A50, AS50	550 cc (0.58/0.48 qt, US/Imp)	6.5 liter (1.7/1.4 gal, US/Imp)	1.4 liter (2.95/2.46 pt, US/Imp)
AC50, A50-2	550 cc (0.58/0.48 qt, US/Imp)	5.5 liter (1.45/1.21 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
U70	550 cc (0.58/0.48 qt, US/Imp)	3.4 liter (1.1/0.9 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
A70, A70-2	550 cc (0.58/0.48 qt, US/Imp)	6.0 liter (1.5/1.3 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
TS90, TC90	800 cc (0.8/0.7 qt, US/Imp)	6.0 liter (1.5/1.3 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
A100, AS100	750 cc (0.78/0.66 qt, US/Imp)	7.0 liter (1.8/1.5 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
AC100	750 cc (0.78/0.66 qt, US/Imp)	7.0 liter (1.8/1.5 gal, US/Imp)	1.4 liter (2.95/2.46 pt, US/Imp)
A100-2	750 cc (0.78/0.66 qt, US/Imp)	6.5 liter (1.7/1.4 gal, US/Imp)	1.4 liter (2.95/2.46 pt, US/Imp)
A100-3	750 cc (0.78/0.66 qt, US/Imp)	6.0 liter (1.5/1.3 gal, US/Imp)	1.2 liter (2.53/2.11 pt, US/Imp)
B100, KT120	800 cc (0.8/0.7 qt, US/Imp)	8.0 liter (2.1/1.8 gal, US/Imp)	1.3 liter (2.74/2.28 pt, US/Imp)
B120	800 cc (0.8/0.7 qt, US/Imp)	8.0 liter (2.1/1.8 gal, US/Imp)	1.3 liter (2.74/2.28 pt, US/Imp)
TC120, TC12-2	800 cc (0.8/0.7 qt, US/Imp)	7.0 liter (1.8/1.5 gal, US/Imp)	1.4 liter (2.95/2.46 pt, US/Imp)
K125	800 cc (0.8/0.7 qt, US/Imp)	10 liter (2.6/2.2 gal, US/Imp)	1.5 liter (3.16/2.63 pt, US/Imp)
K125-2	800 cc (0.8/0.7 qt, US/Imp)	9.0 liter (2.6/2.2 gal, US/Imp)	1.5 liter (3.16/2.63 pt, US/Imp)
T125, T125-2	850 cc (0.89/0.75 qt, US/Imp)	8.0 liter (2.1/1.8 gal, US/Imp)	1.4 liter (2.95/2.46 pt, US/Imp)
T200	1,000 cc (1.1/0.9 qt, US/Imp)	12 liter (3.2/2.6 gal, US/Imp)	1.6 liter (3.59/2.99 pt, US/Imp)

Servicing

1. Use high grade SAE 20W/40 multigrade oil.
   Change transmission oil after first 800km (500 Mi) and every 3,000 km (2,000 Mi) there after.

T20	1,000 cc (1.1/0.9 qt, US/Imp)	14.0 liter (3.7/3.1 gal, US/Imp)	2.2 liter (4.64/3.87 pt, US/Imp)
T250	1,200 cc (1.9/1.6 qt, US/Imp)	12.0 liter (3.2/2.6 gal, US/Imp)	1.8 liter (3.80/3.16 pt, US/Imp)
T250-2	1,200 cc (1.9/1.6 qt, US/Imp)	12.0 liter (3.2/2.6 gal, US/Imp)	1.5 liter (3.16/2.63 pt, US/Imp)
TS250, TS250-2	1,100 cc (1.2/1.0 qt, US/Imp)	8.9 liter (2.4/2.0 gal, US/Imp)	1.5 liter (3.16/2.63 pt, US/Imp)
T305	1,200 cc (1.3/1.1 qt, US/Imp)	14.0 liter (3.7/3.1 gal, US/Imp)	1.8 liter (3.80/3.16 pt, US/Imp)
T350	1,200 cc (1.3/1.1 qt, US/Imp)	12.0 liter (3.2/2.6 gal, US/Imp)	1.8 liter (3.80/3.16 pt, US/Imp)
T350-2	1,200 cc (1.3/1.1 qt, US/Imp)	12.0 liter (3.2/2.6 gal, US/Imp)	1.5 liter (3.16/2.63 pt, US/Imp)
T500	1,200 cc (1.3/1.1 qt, US/Imp)	14.0 liter (3.7/3.1 gal, US/Imp)	2.5 liter (5.28/4.39 pt, US/Imp)
T500-2, T500-3	1,200 cc (1.3/1.1 qt, US/Imp)	14.0 liter (3.7/3.1 gal, US/Imp)	1.8 liter (3.80/3.16 pt, US/Imp)

2. Oil Tank

Be sure to check the oil level in the oil tank before starting the engine. If the oil level is found below the screw which holds the oil level inspection eye, replenish the oil tank with one of the prescribed Suzuki recommended oil.

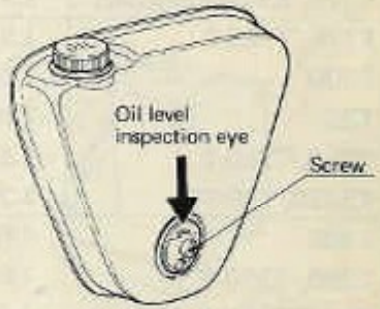


Fig. 17 Oil level inspection eye

3–2. Tire Pressure & Tire Size

Models	Pressure of Front Tire	Pressure of Rear Tire		Size of Front Tire	Size of Rear Tire
		Riding Single	Riding Double		
U50, F50, K50, K50D, K50-2, K50D-2	1.6 kg/cm² (23 lb/in²)	2.2 kg/cm² (31 lb/in²)	2.5 kg/cm² (36 lb/in²)	2.25-17 in, 4PR	2.25-17 in, 4PR
A50, AS50, A50-2					
AC50	1.6 kg/cm² (23 lb/in²)	2.0 kg/cm² (29 lb/in²)	2.5 kg/cm² (34 lb/in²)	2.25-17 in, 4PR	2.50-17 in, 4PR
U70	1.6 kg/cm² (23 lb/in²)	2.2 kg/cm² (31 lb/in²)	2.5 kg/cm² (36 lb/in²)	2.25-17 in, 4PR	2.25-17 in, 4PR
A70, A70-2	1.6 kg/cm² (23 lb/in²)	2.0 kg/cm² (29 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.25-17 in, 4PR	2.50-17 in, 4PR
TS90	1.6 kg/cm² (23 lb/in²)	1.8 kg/cm² (29 lb/in²)	2.3 kg/cm² (34 lb/in²)	2.75-18 in, 4PR	2.75-18 in, 4PR
TC90	1.6 kg/cm² (23 lb/in²)	1.8 kg/cm² (29 lb/in²)		2.75-18 in, 4PR	3.00-18 in, 4PR
A100	1.5 kg/cm² (22 lb/in²)	2.0 kg/cm² (29 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.50-17 in, 4PR	2.50-17 in, 4PR
AC100	1.5 kg/cm² (22 lb/in²)	1.5 kg/cm² (22 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.50-18 in, 4PR	2.75-18 in, 4PR
A100-2, A100-3	1.5 kg/cm² (22 lb/in²)	2.1 kg/cm² (30 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.50-18 in, 4PR	2.50-18 in, 4PR
B100P, B120	1.7 kg/cm² (24 lb/in²)	2.1 kg/cm² (30 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.50-17 in, 4PR	2.75-17 in, 4PR
KT120	1.1 kg/cm² (16 lb/in²)	1.4 kg/cm² (20 lb/in²)	2.0 kg/cm² (29 lb/in²)	2.75-17 in, 4PR	3.00-17 in, 4PR
TC120, TC120-2	1.1 kg/cm² (16 lb/in²)	1.4 kg/cm² (20 lb/in²)		2.75-18 in, 4PR	3.00-18 in, 4PR
K125, K125-2	1.4 kg/cm² (20 lb/in²)	1.8 kg/cm² (25 lb/in²)	2.3 kg/cm² (32 lb/in²)	3.00-16 in, 4PR	3.00-16 in, 4PR
T125, T125-2	1.5 kg/cm² (22 lb/in²)	2.1 kg/cm² (30 lb/in²)	2.4 kg/cm² (34 lb/in²)	2.50-18 in, 4PR	2.75-18 in, 4PR
T200	1.6 kg/cm² (23 lb/in²)	1.9 kg/cm² (27 lb/in²)	2.3 kg/cm² (32 lb/in²)	2.75-18 in, 4PR	2.75-18 in, 4PR
T20,	1.6 kg/cm² (23 lb/in²)	1.8 kg/cm² (25 lb/in²)	2.3 kg/cm² (32 lb/in²)	2.75-18 in, 4PR	3.00-18 in, 4PR
T250, T250-2	1.6 kg/cm² (23 lb/in²)	1.8 kg/cm² (25 lb/in²)	2.3 kg/cm² (32 lb/in²)	2.75-18 in, 4PR	3.00-18 in, 4PR
TS250, T250-2	1.2 kg/cm² (17 lb/in²)	1.4 kg/cm² (20 lb/in²)	1.7 kg/cm² (24 lb/in²)	3.25-19 in, 4PR	4.00-18 in, 4PR
T305	1.6 kg/cm² (23 lb/in²)	1.9 kg/cm² (25 lb/in²)	2.3 kg/cm² (32 lb/in²)	3.00-18 in, 4PR	3.25-18 in, 4PR
T350, T350-2	1.6 kg/cm² (23 lb/in²)	2.0 kg/cm² (29 lb/in²)	2.3 kg/cm² (32 lb/in²)	3.25-19 in, 4PR	4.00-18 in, 4PR
T500, T500-2, T500-3	1.6 kg/cm² (23 lb/in²)	1.9 kg/cm² (27 lb/in²)	2.3 kg/cm² (32 lb/in²)	3.25-19 in, 4PR	4.00-18 in, 4PR

3–3. Ignition Timing (Before Top Ded Center)

Models	Degrees	Piston Stroke	Measured Valve
U50, F50 K50-2, K50D-2	$20^{\circ}{}^{+3}_{-2}$	1.14~1.84	1.4mm
K50, K50D	$27^{\circ}{}^{+3}_{-2}$	2.18~3.10	2.53mm
AS50, AC50 A50, A50-2	$24^{\circ}{}^{+3}_{-2}$	1.69~2.52	2.01mm
U70, A70, A70-2	$20^{\circ}{}^{+3}_{-2}$	1.26~2.05	1.56mm
TS90, TC90	$20^{\circ}{}^{+3}_{-2}$	1.60~2.65	1.96mm
A100, AC100 A100-2, A100-3	$20^{\circ}{}^{+3}_{-2}$	1.52~2.47	1.86mm
B100P, B120, KT120 TC120, TC120-2	$24^{\circ}{}^{+3}_{-2}$	2.54~3.79	3.00mm
K125,	$15^{\circ}{}^{+3}_{-2}$	0.87~1.62	1.12mm
K125-2	$20^{\circ}{}^{+3}_{-2}$	1.62~2.62	1.99mm
T125, T125-2	$24^{\circ}{}^{+3}_{-2}$	1.93~2.83	2.28mm
T200	$24^{\circ}{}^{+3}_{-2}$	2.26~3.38	2.68mm
T20	$27^{\circ}{}^{+3}_{-2}$	3.12~4.45	3.63mm
T250, T250-2	$24^{\circ}{}^{+3}_{-2}$	2.43~3.63	2.88mm
TS250, TS250-2	$21^{\circ}{}^{+3}_{-2}$	2.22~3.48	2.70mm
T305 T350, T350-2	$24^{\circ}{}^{+3}_{-2}$	2.43~3.63	2.88mm
T500, T500-2 T500-3	$24^{\circ}{}^{+3}_{-2}$	2.86~4.26	3.40mm

Ignition timing denotes the proper point on the compression stroke of the engine before the piston reaches top dead center where the contact point just begine to open. Improperly adjusted ignition timing not only causes decreased engine performance but also causes abnormal noise in the engine and shortens engine life. The timing gauge is used for measuring piston distance before TDC and is used in conjunction with the timing tester to denote point where the contact points begine to open.

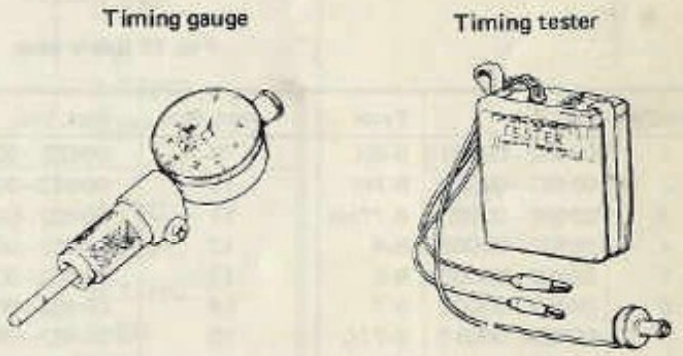


Fig. 18 Inspection of ignition timing

3–4. Spark Plugs

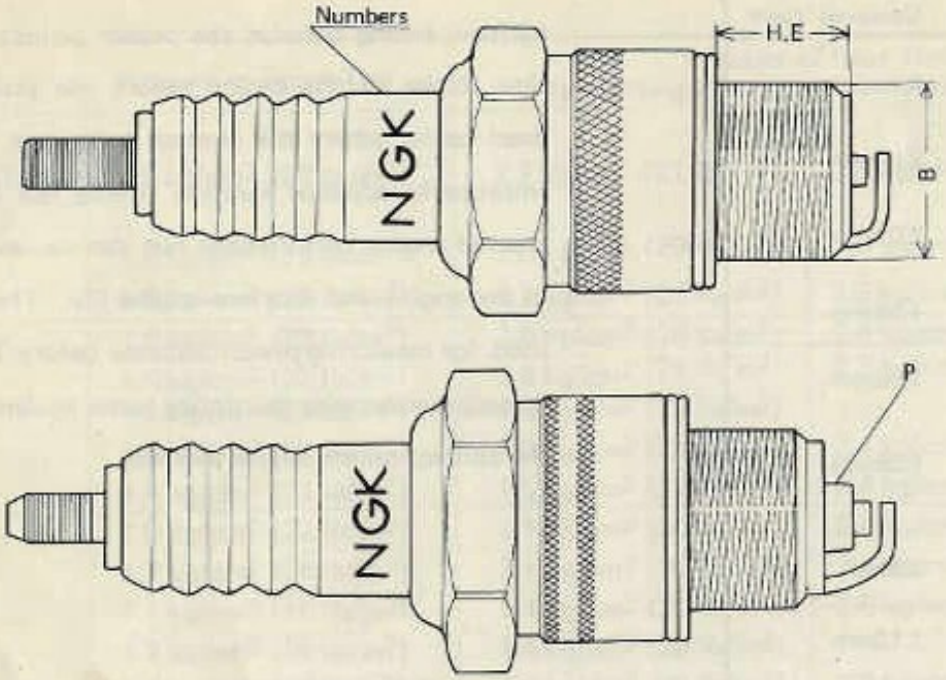


Fig. 19 Spark plug

How to read NGK plug code

B: Thread diameter 14 mm (3/5")

Numeral figure: Heat value Hot → Cold 4, 5, 6, 7, 8, 9

E: Long reach

H: Half reach

No affix: Short reach

N: Nickel side electrode (For racing)

C: Competition gap

P: Projected insulator type

Z.S: Copper intruded tip

Item No.	Part No.	Type	Item No.	Part No.	Type	Item No.	Part No.	Type	Item No.	Part No.	Type
1	09482–00001	B-6H	9	09482–00012	B-7HZ	17	09482–00020	B-11HN	25	09482–00040	BP-7H
2	09482–00002	B-7H	10	09482–00013	B-8H	18	09482–00027	B-8EN	26	09482–00045	B-7E
3	09482–00003	B-77HC	11	09482–00014	B-8	19	09382–00029	B-77EC			
4	09482–00006	B-4	12	09482–00015	B-8HN	20	09482–00030	B-9EN			
5	09482–00007	B-6	13	09482–00016	B-9H	21	09482–00032	B-10EN			
6	09482–00008	B-7	14	09482–00017	B-9	22	09482–00034	BP-6H			
7	09482–00010	B-77C	15	09482–00018	B-9HN	23	09482–00036	BP-4H			
8	09482–00011	B-4H	16	09482–00019	B-10HN	24	09482–00039	B-7E			

Models	Standard (NGK)	Gap	For Low Speed	For High Speed
U50	BP-7H	0.7 mm (0.027 in)	BP-4H	BP-7H
F50	BP-4H	0.7 mm (0.027 in)		BP-6H
K50, K50D	B-7	0.7 mm (0.027 in)	B-6	B-77C
K50-2, K50D-2	BP-6H	0.7 mm (0.027 in)	BP-4H	BP-7H
A50, AS50, AC50	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
A50-2	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
U70	B-7H	0.7 mm (0.027 in)	B-6H or BP-6H	B-77HC
A70, A70-2	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
TS90, TC90	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
A100, AC100, A100-2	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
A100-3	B-77HC	0.5 mm (0.019 in)	B-7H or BP-7H	B-8H
B100P	B-7	0.7 mm (0.027 in)	B-6	B-77C
KT120	B-77C	0.7 mm (0.027 in)	B-7	B-8
B120	B-7H	0.7 mm (0.027 in)	B-6H	B-77HC
TC120, TC120-2	B-77HC	0.5 mm (0.019 in)	B-7H	B-8H
K125	B-7	0.7 mm (0.027 in)	B-6	B-77C
K125-2	B-7H	0.7 mm (0.027 in)	B-6H	B-77HC
T125, T125-2	BP-7H	0.7 mm (0.027 in)	BP-6H	B-77HC
T200	B-77HC	0.5 mm (0.019 in)	B-7H	B-8H
T20, T250, T250-2	B-77HC	0.5 mm (0.019 in)	B-7H	B-8H
TS250, TS250-2	B-7E	0.7 mm (0.027 in)	B-6E	B-8E
T305, T350, T350-2	B-77HC	0.5 mm (0.019 in)	B-7H	B-8H
T500, T500-2, T500-3	B-77HC	0.5 mm (0.019 in)	B-7H	B-8H

3–5 Spark plug Contrast of NGK and other Brand

NGK	Champion	AC	Auto-Lite	Bosch	KLG	Lodge	Marchal	DENSO
B-4	J11, J11J	46, C46, LM46	A9, AT8, A9X		FS30	BAN	37	W14
B-6	J8, UJ8, J8J	45, C45, M45	A7, AT6	W95T3	FS50, FS50H	CAN	36C	W17
B-7	J7, J7J, HO-8A	44, C44, M44B	AT5, AT4, A5X	W145T3	FS70		35C	W22
	J6, UJ6, J6J	M44C, MC44	AT3, A3	W175T3	FS75, FS75H	HAN	34	
B-8		C42-1, MC42, 42						W24
B-9	J4, J4J	41, M41K, M42K	AT2, A21X	W240T3M				
B-4H	L14	47FF		W45T1	F20	BN	37S	W14F
B-6H	L10, L90, L9J	46FF, 45F, 45FF	AE-6	W95T1, W145T1	F50	2H, C14		W17F
B-7H	J7, J6, L86, L85	44FF, 44F, 42F	AE-4, AE-3	W225T1	F75, F80			W22F
B-7HZ	L81, L5	42FF	AE2	W240T1	F100	2HN, 3HN	34S, 35	W24F
B-77HC								
B-8H				W260T1		HH14		
BP-4H	UL15Y, L95Y	46FFS	AE82			BNY, CNY		W14FP
BP-6H	UL12Y, L92Y	44FFS, 43FFS	AE42, AE52	W145T7				W17FP
BP-7H	L87Y		AE32	W175T7	F65P			
BP-7HS	UL82Y	42FFS	AE22	W200T35	F85P	2HNY		
B-6E	N8, N84, N6	46N, 46XL, 45N, 45XL	AG5, AG4	W160T2	FE50	CLN14P, HBLN	36H	W17ES
B-7E	N5	44XL, 44N	AG3	W175T2	FE70	HU4, HLNP	35H	W22E
B-8E	N4	43N, 43XL, C42N	AG2	W200T27	FE75	HF2HL' HLN	34SH	W24E
B-9E	N3	42XL	AG901	W240T2, W240T28 W26T2	FE100		34H	

3–6. Carburetor Specification

1. Figures in ( ) are these for the tropics.
2. * mark shows the cast iron cylinder for K125

Models	Type	Main Jet	Pilot Jet	Pilot Air Screw Turn Back	Jet Needle	Throttle Valve	Float Level
U50	VM15SC	65	17.5	1¼	3N3-3rd (3N3-2nd)	2.0	23
F50	VM14SC	102.5	17.5	1¼	3F3-3rd	2.5	23
K50, K50D	VM15SC	100	20	1¼	3J1-3rd	3.0	24.5
K50-2, K50D-2	VM14SC	112.5	17.5	1¼	3E3-3rd	2.5	24.5
A50, A50-2	VM16SC	67.5 (65)	20 (17.5)	1½	3G1-2nd	2.0	22.5
AS50	VM16SC	70 (67.5)	20	2.0 (1½)	3G1-2nd	2.0	22.5
AC50	VM16SC	70	20	1½	3E3-3rd	2.0	22.5
U70	VM15SC	90	25	2.0 (2½)	3J1-3rd (3J1-2nd)	2.5	22.5
A70, A70-2	VM16SC	120 (100)	30	2.0	3G1-3rd	2.5	22.5
TS90	VM19SC	170	17.5	1½	5Q1-3rd	2.5	25.1
TC90	VM19SC	180	17.5	1¼	5F12-3rd	2.5	25.1
A100, A100-2, A100-3	VM20SC	75 (70)	35 (30)	1½ (2½)	5ES1-2nd	2.5	25.1
AC100	VM20SC	75	35	1½	5ES1-2nd	2.5	25.1
B100P, B120	VM20SH	95 (90)	25	1½	4F11-2nd	2.0	25.1
KT120	VM20SH	100	25	1.0	4F10-3rd	2.5	25.1
TC120, TC120-2	VM20SH	100	25	1½	4D8-4th	2.5	25.1
K125	VM21SC	130 *140	20 *45	2¼	4J6-2nd	3.0	25.25
K125-2	VM21SC	130 or 140	20	2¼	4J6-2nd	3.0	25.25
T125, T125-2	MD18SC	72.5	20	1½	4F13-4th (4E2-4th)	2.5	19
T125(2) (Down Muffler)	MD18SC	75	20	1½	4F13-3rd	2.5	19
T200	VM22SH	140 (130)	25	1½ (1¾)	4DG6-3rd (4DG5-2nd)	2.5	25.1
T20	VM24SH	95	35	1¾	4DH5-3rd	2.5	25.75
T250	VM24SH	87.5	30	1½	4DH5-3rd	2.5	25.75
T250-2	VM26SH	110	25	1½	5CN3-3rd	2.5	
TS250, TS250-2	VM28SC	115	25	1¼	5EP6-3rd	2.0	28.3
T305	VM32SH	170	30	1½	5DP2-3rd	2.5	27.25
T350	VM32SH	112.5	30	1½	5DP2-2nd	2.5	27.25
T350-2	VM32SH	112.5	35	1½	5D13-4th	2.5	27.25
T500	VM34SH	410	25	1½	5DP2-2nd	2.5	30.3
T500-2, T500-3	VM32SC	150	30	1¼	5FP8-3rd	2.5	27.25

Servicing

In checking fuel level, measure the distance between the float chamber bowl fitting surface, with the gasket removed, and the bottom of the float using calipers. If it is less than standard (Xmm), the fuel level is too high.

If it is more than level, the fuel level is too low.

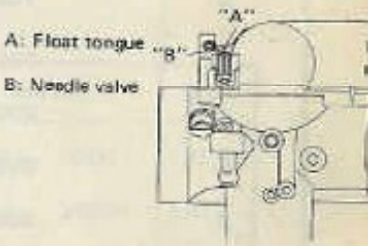


Fig. 20 Checking fuel level

3–7 Main Jet

The main jet determines the amount of fuel at high speeds. The number stamped on the main jet is the measure of the amount of fuel that can flow through it. If the stamped number is hgiher, more fuel flows through the main jet. There are four types of main jets.

Type No. 1

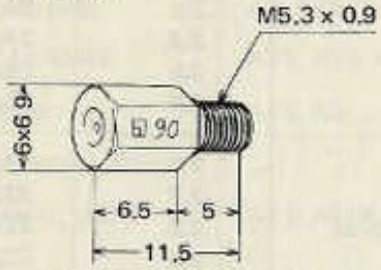
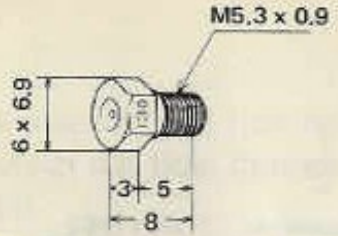


Fig. 21 Main jet type No. 1

Appricable to: K125, K125-2, T20, T305, T500

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1	09491 – 50002	50	12	09491 – 22003	110	23	09491 – 44001	220	34	09491 – 66001	330
2	55002	55	13	24002	120	24	46001	230	35		340
3	60002	60	14	26003	130	25	48001	240	36		350
4	65002	65	15	28002	140	26	50003	250	37	72001	360
5	70002	70	16	30003	150	27	52001	260	38	74001	370
6	75002	75	17	32002	160	28	54001	270	39	76001	380
7	80003	80	18	34002	170	29	56001	280	40	78001	390
8	85002	85	19	36003	180	30	58001	290	41	80004	400
9	90002	90	20	38002	190	31		300	42	82001	410
10	95002	95	21	40002	200	32	62001	310	43	84001	420
11	20002	100	22	42001	210	33		320	44	86001	430
									45	88001	440

Type No. 2

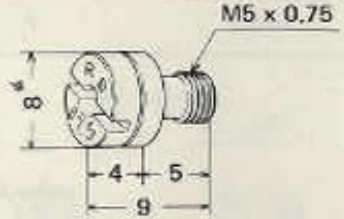


Applicable to: U50, K50, K50D, A70, A70-2, TS90, TC90, A100, A100-2, A100-3, AC100 B100 , KT120, TC120, TC120-2, B120, T200,

Fig. 22 Main Jet type No. 2

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1	09491 – 35001	35	7	09491 – 65001	13	13	09491 – 95001	95	19	09491 – 25003	150
2	40001	40	8	70001	70	14	20001	100	20	32001	160
3	45001	45	9	75001	75	15	22001	110	21	34001	170
4	50001	50	10	80001	80	16	24001	120	22	36002	180
5	55001	55	11	85001	85	17	26002	130	23	38001	190
6	60001	60	12	90001	90	18	28001	140	24	40003	200

Type No. 3

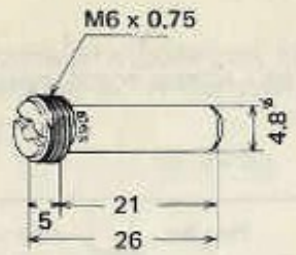


Applicable to: F50, A50, A50-2, AS50, AC50, T250, T250-2, TS250, TS250-2 TS250-2, T350, T350-2, T500-2, T500-3

Fig. 23 Main Jet type No. 3

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1	09491 – 55003	55	7	09491 – 75005	75	13	09491 – 21003	105	19	09491 – 25003	127.5
2	62002	62.5	8	82002	82.5	14	21006	107.5	20	26004	130
3	65003	65	9	85004	85	15	22004	110	21	26005	132.5
4	67001	67.5	10	87001	87.5	16		112.5	22	27002	135
5	70005	70	11	20003	100	17	23002	115	23	29001	145
6	72005	72.5	12	20004	102.5	18	25001	125	24	28004	147.5
									25	30004	150

Type No. 4



Applicable to: T125, T125-2

Fig. 24 Main Jet type No. 4

Item No.	Part No.	Size	Item No.	Part No.	Size
1	09491– 57001	57.5	3	09491– 72007	72.5
2	70007	70	4	75006	75

3–8. Pilot Jet

The pilot jet determines the amount of fuel flowing at low speeds. The number stamped near the bleed hole of the pilot jet measure the amount of fuel which can flow through it. If the stamped number is higher, more fuel flows through pilot jet. There are three types of pilot jet.

Type No. 1

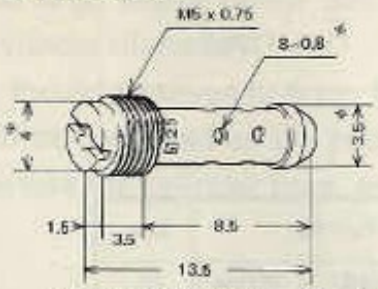


Fig. 25 Pilot Jet type No. 1

Applicable to: K50, K50D, A70, A70-2, A100, A100-2, A100-3, AC100, B100, B120, KT120, TC120, TC120-2, T20, T500

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1	09492 – 15001	15	3	09492 – 20001	20	5	09492 – 30002	30	7	09492 – 40002	40
2	17001	17.5	4	25001	25	6	35001	35	8	45002	45

Type No. 2

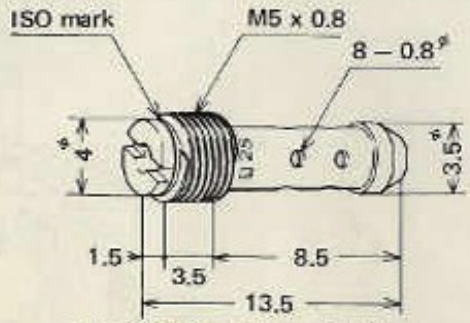
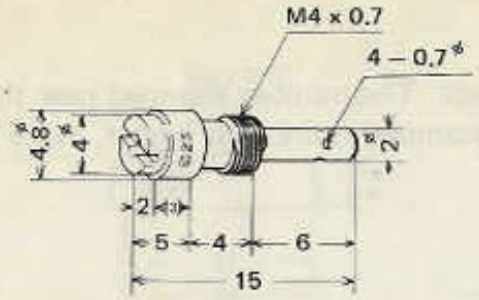


Fig. 26 Pilot Jet type No.2

APPlicable to: F50, K50-2, K50D-2, A50, A50-2, AS50, AC50, TS90, TC90, T250 T250-2, TS250, TS250-2, T305, T350, T350-2, T500-2, T500-3

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1	09492 – 17002	17.5	3	09492 – 25003	25	5	09492 – 25004	35
2	20002	20	4	30003	30			

Type No. 3



Applicable to: T125, T125-2

Fig. 27 Pilot Jet type No. 3

Item No.	Part No.	Size	Item No.	Part No.	Size	Item No.	Part No.	Size
1.	09492 – 17003	17.5	2	09492 – 20003	20	3	09492 – 25004	25

3–9. Clearance between piston and cylinder

When the cylinder is rebored or a new piston installed, the clearance between the piston and cylinder should be followed as specified standards given for each model. If the clearance is too small there is a danger of overheating and seizing.
On the contrary, if it is too large, engine power decreases and piston slap noise increases. The clearance is determined by subtracting piston diameter from cylinder diameter.
The cylinder measurement should be taken at 5mm (0.20 in) above exhaust port from front to rear.
The piston diameter should be measured at the point (A) above the piston skirt 90° from the piston pin holes as figured below.
Use a cylinder gauge to measure the cylinder bore, and a micrometer to measure the piston diameter.

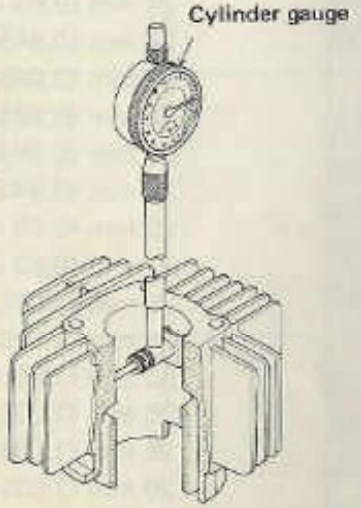


Fig. 28 Measureing cylinder bore.

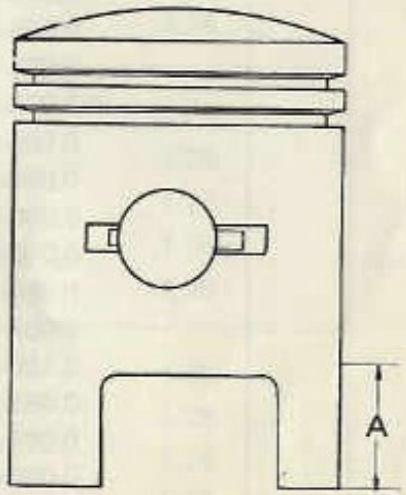


Fig. 29 Point to be measured

※ mark show the cast iron cylinder

Models	Piston-cylinder clearance (Standard)	Point to be measured "A"
U50	0.045-0.055 mm (0.00177-0.00217 in)	23 mm (0.90 in)
U50	※ 0.080-0.090 mm (0.00315-0.00354 in)	23 mm (0.90 in)
F50	0.070-0.080 mm (0.00275-0.00315 in)	23 mm (0.90 in)
K50, K50D	0.070-0.080 mm (0.00275-0.00315 in)	23 mm (0.90 in)
K50-2, 50D-2	0.070-0.080 mm (0.00275-0.00315 in)	23 mm (0.90 in)
A50, AS50	0.065-0.075 mm (0.0026-0.0027 in)	23 mm (0.90 in)
AC50, A50-2	0.065-0.075 mm (0.0026-0.0027 in)	23 mm (0.90 in)
U70	0.035-0.045 mm (0.00138-0.00177 in)	22 mm (0.86 in)
A70, A70-2	0.040-0.050 mm (0.0157-0.00197 in)	22 mm (0.86 in)
K10P, K11P	0.055-0.065 mm (0.00216-0.00256 in)	16 mm (0.63 in)
TS90, TC90	0.055-0.065 mm (0.0022-0.0026 in)	20 mm (0.78 in)
A100, AC100	0.050-0.060 mm (0.0020-0.0024 in)	16 mm (0.63 in)
A100-2, A100-3	0.025-0.035 mm (0.00098-0.00138 in)	21 mm (0.83 in)
B100P, KT120	0.035-0.045 mm (0.0014-0.0018 in)	24 mm (0.945 in)
B120, TC120	0.035-0.045 mm (0.0014-0.0018 in)	24 mm (0.945 in)
K125	※ 0.085-0.095 mm (0.0033-0.0037 in)	25 mm (0.984 in)
K125	0.060-0.070 mm (0.0024-0.00286 in)	25 mm (0.984 in)
K125-2	0.060-0.070 mm (0.0024-0.00286 in)	25 mm (0.948 in)
T125, T125-2	0.090-0.100 mm (0.0035-0.0040 in)	20 mm (0.78 in)
T200	0.050-0.060 mm (0.0020-0.0024 in)	21 mm (0.83 in)
T20	0.050-0.060 mm (0.0020-0.0024 in)	26 mm (1.025 in)
T250, T250-2	0.055-0.065 mm (0.00216-0.00256 in)	26 mm (1.025 in)
TS250, TS250-2	0.180-0.190 mm (0.0071-0.0075 in)	52 mm (2.05 in)
T305	0.065-0.075 mm (0.0026-0.0027 in)	26 mm (1.025 in)
T350	0.065-0.075 mm (0.0026-0.0030 in)	26 mm (1.025 in)
T350-2	0.060-0.070 mm (0.0024-0.00286 in)	26 mm (1.025 in)
T500	0.180-0.910 mm (0.0071-0.0075 in)	54 mm (2.1 in)
T500-2, T500-3	0.065-0.075 mm (0.0026-0.0030 in)	32 mm (1.3 in)

3–10. Battery

Models	Capacity (V/AH)	Type	Specific gravity/20°C
U50	6/2	6N2-2A-4	1.26
F50, K50, K50-2	6/4	6N4-2A	1.26
A50, AS50, A50-2	6/4	6N4-2A	1.26
AC50	6/4	6N4-2A	1.26
K50D	12/7	12N7-4A	1.28
K50D-2	12/5.5	12N5.5-4A	1.28
U70, A70, A70-2	6/4	6N4-2A	1.26
TS90, TC90	6/4	6N4-2A	1.26
A100, AC100	6/4	6N4-2A	1.26
A200-2, A100-3	6/4	6N4-2A	1.26
B100P, B120, KT120	6/4	6N4-2A	1.26
TC120, TC120-2	6/4	6N4B-2A	1.26
K125, K125-2	12/11	12N11-3B	1.28
T125, T125-2	6/7.5	6N7.5-5A-1	1.26
T200	12/5	12N5-3B	1.28
T20, T250, T250-2	12/5	12N5-3B	1.28
TS25, TS250-2	6/2	6N2-2A4	1.26
T305	12/5	12N5-3B	1.28
T350, T350-2	12/5	12N5-3B	1.28
T500, T500-2, T500-3	12/7	BRT3-12S	1.28

Servicing

Fill the battery with pure distilled water to the upper level line.
Then, measure the specific gravity of the solution with a hydrometer. If the specific gravity is below the standard, charge the battery.

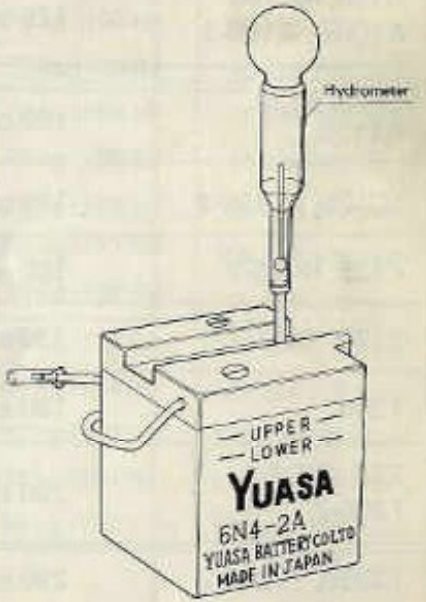


Fig. 30 Checking specific gravity

3–11. Front Fork Oil Capacity

Models	Capacity per One Leg
K50, K50D K50-2, K50D-2 A50, AS50 AC50, A50-2	125 cc (0.26/0.22 pt, US/Imp)
A70, A70-2	125 cc (0.26/0.22 pt, US/Imp)
TS90, TC90	185 cc (0.39/0.33 pt, US/Imp)
A100, AC100 A100-2, A100-3	125 cc (0.26/0.22 pt, US/Imp)
B100, B120 KT120	160 cc (0.34/0.28 pt, US/Imp)
TC120, TC120-2	175 cc (0.37/0.31 pt, US/Imp)
K125, K125-2	180 cc (0.38/0.32 pt, US/Imp)
T125, T125-2	130 cc (0.27/0.23 pt, US/Imp)
T200	180 cc (0.38/0.32 pt, US/Imp)
T20, T250 T250-2	220 cc (0.46/0.39 pt, US/Imp)
TS250, TS250-2	250 cc (0.53/0.44 pt, US/Imp)
T305 T350, T350-2 T500, T500-2 T500-3	220 cc (0.46/0.39 pt, US/Imp)

3–12. Specification

Models	Overall length	Overall Width	Overall Height	Wheel Base	Ground Clearance	Dry Weight	Max. Speed
U50	1,800 mm (70.9 in)	615 mm (24.2 in)	985 mm (38.8 in)	1,180 mm (46.5 in)	135 mm (5.3 in)	70 kg (154 lb)	70 kph (44 mph)
F50	1,815 mm (71.5 in)	650 mm (25.6 in)	1,030 mm (40.5 in)	1,180 mm (46.5 in)	140 mm (5.5 in)	70 kg (154 lb)	70 kph (44 mph)
K50	1,785 mm (70.3 in)	665 mm (26.2 in)	960 mm (37.8 in)	1,160 mm (45.7 in)	130 mm (5.1 in)	70 kg (154 lb)	70 kph (44 mph)
K50D	1,785 mm (70.3 in)	665 mm (26.2 in)	960 mm (37.8 in)	1,160 mm (45.7 in)	130 mm (5.1 in)	74 kg (163 lb)	70 kph (44 mph)
K50-2	1,815 mm (71.5 in)	750 mm (29.5 in)	990 mm (39.0 in)	1,190 mm (46.8 in)	135 mm (5.3 in)	74 kg (162 lb)	73 kph (46 mph)
K50D-2	1,815 mm (71.5 in)	750 mm (29.5 in)	990 mm (39.0 in)	1,190 mm (46.8 in)	135 mm (5.3 in)	77 kg (162 lb)	73 kph (46 mph)
A50	1,785 mm (70.3 in)	630 mm (24.8 in)	895 mm (35.3 in)	1,160 mm (45.7 in)	150 mm (5.9 in)	72 kg (158 lb)	95 kph (60 mph)
AS50	1,785 mm (70.3 in)	630 mm (24.8 in)	895 mm (35.3 in)	1,160 mm (45.7 in)	150 mm (5.9 in)	73 kg (160 lb)	95 kph (60 mph)
A50-2	1,820 mm (71.7 in)	790 mm (31.1 in)	980 mm (38.6 in)	1,185 mm (46 7 in)	125 mm (4.9 in)	73 kg (160 lb)	95 kph (60 mph)
AC50	1,815 mm (71.5 in)	760 mm (29.9 in)	990 mm (39.0 in)	1,185 mm (46.7 in)	150 mm (5.9 in)	73 kg (160 lb)	95 kph (60 mph)
U70	1,800 mm (70.9 in)	615 mm (24.2 in)	1,028 mm (40.5 in)	1,180 mm (46.5 in)	135 mm (5.3 in)	72 kg (159 lb)	85 kph (53 mph)
A70	1,815 mm (71.5 in)	680 mm (26.5 in)	960 mm (37.8 in)	1,155 mm (45.6 in)	150 mm (5.9 in)	74 kg (105 lb)	95 kph (60 mph)
A70-2	1,815 mm (71.5 in)	760 mm (29.9 in)	990 mm (39.0 in)	1,185 mm (46.7 in)	130 mm (5.1 in)	75 kg (165 lb)	95 kph (60 mph)
TS90	1,835 mm (72.3 in)	830 mm (32.6 in)	1,060 mm (41.7 in)	1,210 mm (47.7 in)	220 mm (8.7 in)	89 kg (197 lb)	105 kph (65 mph)
TC90	1,900 mm (74.8 in)	830 mm (32.6 in)	1,060 mm (41.7 in)	1,210 mm (47.7 in)	225 mm (8.9 in)	90 kg (199 lb)	95 kph (60 mph)
A100	1,820 mm (71.6 in)	680 mm (26.7 in)	960 mm (37.8 in)	1,155 mm (45.6 in)	135 mm (5.3 in)	80 kg (176 lb)	110 kph (69 mph)
AC100	1,840 mm (72.4 in)	780 mm (30.7 in)	1,015 mm (39.9 in)	1,190 mm (46.9 in)	205 mm (46.9 in)	84 kg (184 lb)	108 kph (69 mph)
A100-2	1,840 mm (72.4 in)	680 mm (26.7 in)	1,005 mm (39.6 in)	1,190 mm (46.9 in)	155 mm (6.1 in)	82 kg (180 lb)	110 kph (69 mph)
A100-3	1,830 mm (72.0 in)	760 mm (29.9 in)	1,010 mm (39.8 in)	1,200 mm (47.2 in)	140 mm (5.5 in)	83 kg (183 lb)	110 kph (69 mph)
B100P	1,905 mm (74.9 in)	665 mm (26.2 in)	965 mm (37.9 in)	1,220 mm (48.0 in)	150 mm (5.9 in)	86 kg (189.6 lb)	110 kph (69 mph)

Models	Overall length	Overall Width	Overall Height	Whell Base	Ground Clearance	Dry Weight	Max. Speed
B120	1,905 mm (74.9 in)	665 mm (26.2 in)	965 mm (37.9 in)	1,220 mm (48.0 in)	150 mm (5.9 in)	85 kg (187 lb)	110 kph (69 mph)
KT120	1,923 mm (75.7 in)	745 mm (29.3 in)	1,005 mm (39.6 in)	1,220 mm (48.0 in)	165 mm (6.5 in)	91 kg (201 lb)	
TC120, TC120-2	1,865 mm (73.4 in)	795 mm (31.3 in)	1,035 mm (40.7 in)	1,195 mm (47.0 in)	200 mm (7.9 in)	93 kg (209 lb)	
K125	1,900 mm (74.8 in)	700 mm (27.6 in)	1,000 mm (39.4 in)	1,260 mm (49.6 in)	125 mm (4.9 in)	113 kg (248 lb)	110 kph (69 mph)
K125-2	1,905 mm (75 in)	780 mm (30.7 in)	1,010 mm (39.8 in)	1,260 mm (49.6 in)	125 mm (4.9 in)	113 kg (248 lb)	110 kph (69 mph)
T125, T125-2	1,835 mm (72.2 in)	790 mm (31.1 in)	1,080 mm (42.5 in)	1,190 mm (46.9 in)	170 mm (6.9 in)	96 kg (211 lb)	112~120 kph (70~75 mph)
T200	1,925 mm (75.8 in)	765 mm (30.1 in)	1,030 mm (40.6 in)	1,255 mm (49.4 in)	145 mm (5.7 in)	122 kg (269 lb)	140 kph (87 mph)
T20	1,950 mm (76.8 in)	765 mm (30.1 in)	1,030 mm (40.6 in)	1,280 mm (50.4 in)	165 mm (6.5 in)	135 kg (297 lb)	160 kph (100 mph)
T250	1,975 mm (77.8 in)	820 mm (32.2 in)	1,080 mm (42.5 in)	1,290 mm (50.8 in)	155 mm (6.1 in)	140 kg (283 lb)	160~168 kph (100~105 mph)
T250-2	1,985 mm (78.1 in)	880 mm (34.6 in)	1,065 mm (41.9 in)	1,290 mm (50.8 in)	155 mm (6.1 in)	140 kg (283 lb)	160~168 kph (100~105 mph)
TS25C	2,115 mm (83.3 in)	825 mm (32.5 in)	1,125 mm (44.3 in)	1,370 mm (53.9 in)	240 mm (9.5 in)	127 kg (280 lb)	120~128 kph (75~80 mph)
TS250-2	2,115 mm (83.3 in)	825 mm (32.5 in)	1,125 mm (44.3 in)	1,370 mm (53.9 in)	240 mm (9.5 in)	124 kg (273 lb)	120~128 kph (75~80 mph)
T305	1,975 mm (77.8 in)	825 mm (32.5 in)	1,065 mm (41.9 in)	1,290 mm (50.8 in)	160 mm (6.3 in)	144 kg (317 lb)	168~176 kph (105~110 mph)
T350	1,975 mm (77.8 in)	825 mm (32.5 in)	1,080 mm (42.5 in)	1,290 mm (50.8 in)	155 mm (6.1 in)	142 kg (285 lb)	163~176 kph (105~110 mph)
T350-2	1,990 mm (78.3 in)	880 mm (34.6 in)	1,070 mm (42.2 in)	1,290 mm (50.8 in)	160 mm (6.3 in)	142 kg (285 lb)	168~176 kph (105~110 mph)
T500	2,144 (80.7 in)	835 mm (32.9 in)	1,115 mm (43.9 in)	1,425 mm (56.1 in)	160 mm (6.31 in)	183 kg (403.5 lb)	176~192 kph (110~120 mph)
T500-2	2,172 mm (85.5 in)	835 mm (32.9 in)	1,125 mm (44.3 in)	1,452 mm (57.2 in)	160 mm (6.31 in)	187 kg (412 lb)	176~192 kph (110~120 mph)
T500-3	2,172 mm (85.5 in)	835 mm (32.9 in)	1,125 mm (44.3 in)	1,452 mm (57.2 in)	160 mm (6.3 in)	187 kg (412 lb)	176~192 kph (110~120 mph)

Models	Piston Displacement	Bore X Stroke	Compression Ratio	Max. Horsepower	Max. Torque
U50	49 cc (3.0 cu in)	41 X 37.8 mm (1.6 X 1.49 in)	6.7 : 1	4.1 hp at 6,000 rpm	0.54 kg-m (3.9 lb-ft) at 5,000 rpm
F50	49 cc (3.0 cu in)	41 X 37.8 mm (1.6 X 1.49 in)	6.9 : 1	4.5 hp at 6,000 rpm	0.58 kg-m (4.2 lb-ft) at 5,000 rpm
K50, K50D	50 cc (3.0 cu in)	41 X 37.8 mm (1.6 X 1.49 in)	7.0 : 1	4.2 hp at 8,000 rpm	0.38 kg-m (2.74 lb-ft) at 7,000 rpm
K50-2, K50D-2	49 cc (3.0 cu in)	41 x 37.8 mm (1.6 x 1.49 in)	6.9 : 1	4.5 hp at 7,500 rpm	0.52 kg-m (3.76 lb-ft) at 5,000 rpm
A50, AS50	49 cc (3.0 cu in)	41 X 37.8 mm (1.6 X 1.49 in)	6.7 : 1	4.9 hp at 8,500 rpm	0.43 kg-m (3.11 lb-ft) at 8,000 rpm
AC50, A50-2	49 cc (3.0 cu in)	41 X 37.8 mm (1.6 X 1.49 in)	6.7 : 1	4.9 hp at 8,500 rpm	0.43 kg-m (3.11 lb-ft) at 8,000 rpm
U70	69 cc (4.2 cu in)	46 X 42 mm (1.81 X 1.65 in)	7.0 : 1	6.5 hp at 7,000 rpm	0.75 kg-m (5.42 lb-ft) at 5,500 rpm
A70, A70-2	69 cc (4.2 cu in)	46 X 42 mm (1.81 X 1.65 in)	7.0 : 1	7.5 hp at 7,500 rpm	0.80 kg-m (5.77 lb-ft) at 6,000 rpm
TS90	89 cc (5.5 cu in)	47 x 51.8 mm (1.85 x 2.04 in)	6.8 : 1	11 hp at 7,500 rpm	1.08 kg-m (7.82 lb-ft) at 7,000 rpm
TC90	89 cc (5.5 cu in)	47 x 51.8 mm (1.85 x 2.04 in)	6.8 : 1	11 hp at 7,500 rpm	1.08 kg-m (7.82 lb-ft) at 7,000 rpm
A100, A100-2, A100-3	98 cc (5.9 cu in)	50 X 50 mm (1.97 X 1.97 in)	6.5 : 1	9.5 hp at 7,500 rpm	0.95 kg-m (6.87 lb-ft) at 6,500 rpm
AC100	98 cu (5.9 cu in)	50 X 50 mm (1.97 X 1.97 in)	6.5 : 1	10 hp at 8,000 rpm	0.94 kg-m (6.78 lb-ft) at 7,000 rpm
B100P, B120	118 cc (7.2 cu in)	52 X 56 mm (2.05 X 2.20 in)	6.8 : 1	10 hp at 7,000 rpm	1.10 kg-m (7.95 lb-ft) at 5,000 rpm
KT120	118 cc (7.2 cu in)	52 X 56 mm (2.05 X 2.20 in)	7.2 : 1	9.5 hp at 6,500 rpm	1.23 kg-m (8.89 lb-ft) at 5,000 rpm
TC120, TC120-2	118 cc (7.2 cu in)	52 X 56 mm (2.05 X 2.20 in)	6.9 : 1	12 hp at 7,500 rpm	1.20 kg-m (8.67 lb-ft) at 7,000 rpm
K125, K125-2	123 cc (7.52 cu in)	54 X 54 mm (2.12 X 2.12 in)	7.0 : 1	10.5 hp at 7,000 rpm	1.17 kg-m (8.47 lb-ft) at 5,500 rpm
T125, T125-2	124 cc (7.53 cu in)	43 X 43 mm (1.69 X 1.69 in)	7.3 : 1	15.1 hp at 8,500 rpm	1.38 kg-m (9.9 lb-ft) at 7,000 rpm
T200	196 cc (11.96 cu in)	50 X 50 mm (1.97 X 1.97 in)	7.0 : 1	23 hp at 7,500 rpm	2.30 kg-m (16.6 lb-ft) at 7,000 rpm
T20	247 cc (15.1 cu in)	54 X 54 mm (2.13 X 2.13 in)	7.3 : 1	29 hp at 7,500 rpm	2.82 kg-m (2.03 lb-ft) at 7,000 rpm
T250	247 cc (15.1 cu in)	54 X 54 mm (2.13 X 2.13 in)	7.5 : 1	32 hp at 8,000 rpm	3.00 kg-m (2.16 lb-ft) at 7,000 rpm
T250-2	247 cc (15.1 cu in)	54 X 54 mm (2.13 X 2.13 in)	7.5 : 1	33 hp at 8,000 rpm	3.08 kg-m (2.22 lb-ft) at 7,000 rpm
TS250, TS250-2	246 cc (15.0 cu in)	70 X 64 mm (2.76 X 2.52 in)	6.62 : 1	23 hp at 6,500 rpm	2.71 kg-m (19.6 lb-ft) at 5,000 rpm
T305	305 cc (18.57 cu in)	60 X 54 mm (2.36 X 2.13 in)	6.68 : 1	37 hp at 7,500 rpm	3.60 kg-m (26 lb-ft) at 7,000 rpm
T350	315 cc (19.21 cu in)	61 X 54 mm (2.40 X 2.13 in)	6.94 : 1	39 hp at 7,500 rpm	4.00 kg-m (29 lb-ft) at 6,500 rpm
T350-2	315 cc (19.21 cu in)	61 X 54 mm (2.40 X 2.13 in)	6.94 : 1	40 hp at 7,500 rpm	4.00 kg-m (29 lb-ft) at 6,500 rpm
T500	492 cc (30.01 cu in)	70 X 64 mm (2.76 X 2.52 in)	6.6 : 1	46 hp at 7,000 rpm	5.24 kg-m (37.5 lb-ft) at 5,500 rpm
T500-2, T500-3	492 cc (30.01 cu in)	70 X 64 mm (2.76 X 2.52 in)	6.6 : 1	47 hp at 7,000 rpm	5.30 kg-m (38.3 lb-ft) at 6,000 rpm

3–13. Gear Ratio

※mark shows only US market. •mark shows the ratio at trail gearing.

Models	Primary Reduction	Final Reduction	Low	2nd	3rd	4th	5th
U50	3.84 (73/19)	2.29 (32/14)	4.18 (46/11)	2.11 (38/28)	1.43 (33/23)		
F50	3.84 (73/19)	2.46 (32/13)	4.18 (46/11)	2.20 (33/15)	1.45 (29/20)		
K50, K50D	4.40 (66/15)	2.54 (32/13)	3.17 (38/12)	1.94 (33/17)	1.43 (30/21)	1.04 (26/25)	
K50-2, K50D-2	3.84 (73/19)	2.29 (32/14)	4.18 (46/11)	2.20 (33/15)	1.45 (29/20)		
A50, AS50	3.84 (72/19)	2.66 (32/12) ※2.91 (35/12)	3.75 (45/12)	2.16 (39/18)	1.59 (35/12)	1.28 (32/25)	1.07 (30/28)
A50-2, AC50	3.84 (73/19)	2.64 (37/14)	3.75 (45/12)	2.16 (39/28)	1.59 (35/22)	1.28 (32/25)	1.07 (30/28)
U70	3.18 (70/22)	2.29 (32/14)	3.38 (32/14)	2.11 (38/18)	1.43 (33/23)		
A70	3.84 (73/19)	2.46 (32/13)	3.31 (43/13)	2.05 (39/19)	1.48 (34/23)	1.07 (30/28)	
A70-2	3.84 (73/19)	2.50 (35/14)	3.31 (43/13)	2.05 (39/19)	1.48 (34/23)	1.07 (30/28)	
TS90	3.17 (73/23)	3.64 (51/14)	2.82 (31/11)	1.86 (28/15)	1.39 (25/18)	1.10 (22/20)	0.87 (20/23)
TC90	3.17 (73/23)	3.36 (47/14)	2.50 (30/12) •4.34 (30/12x19/18x23/14)	1.64 (23/14) •2.85 (23/14x19/18x23/14)	1.21 (23/19) •2.10 (23/19x19/18x23/14)	0.95 (18/19) •1.64 (23/14)	
A100	3.13 (50/16)	2.46 (32/13)	2.91 (32/11)	1.87 (28/15)	1.39 (25/18)	1.10 (22/20)	
AC100	3.13 (50/16)	2.69 (35/13)	2.91 (32/11)	1.87 (25/15)	1.39 (25/18)	1.10 (22/20)	
A100-2	3.13 (50/16)	2.62 (34/13)	2.91 (32/11)	1.87 (28/15)	1.39 (25/18)	1.10 (22/20)	
A100-3	3.13 (50/16)	2.64 (37/14)	2.91 (32/11)	1.87 (28/15)	1.39 (25/18)	1.10 (22/20)	
B100P, B120	3.13 (50/16)	2.12 (31/14)	2.91 (32/11)	1.87 (28/15)	1.39 (25/18)	1.10 (22/20)	
KT120	3.13 (50/16)	2.69 (35/13)	2.23 (29/13) •4.41 (29/13x21/22x29/14)	1.39 (25/18) •2.75 (25/18x21/22x29/14)	1.05 (22/21) •2.07 (29/14)		
TC120, TC120-2	3.13 (50/16)	2.93 (41/14)	2.23 (29/13) •4.40 (29/13x18/19x25/12)	1.39 (25/18) •2.74 (25/18x18/19x25/12)	1.05 (22/21) •2.08 (25/12)		
K125, K125-2	3.76 (64/17)	2.53 (38/15)	2.54 (33/13)	1.56 (28/18)	1.14 (25/22)	0.88 (22/25)	
T125, T125-2	3.13 (50/16)	2.50 (40/16)	3.18 (35/11)	2.07 (31/15)	1.56 (28/28)	1.24 (26/21)	1.09 (24/22)

Models	Primary Reduction	Final Reduction	Low	2nd	3rd	4th	5th	6th
T200	2.95 (59/20)	2.64 (37/14)	2.77 (36/13)	1.72 (31/18)	1.32 (29/22)	1.09 (25/23)	0.92 (24/26)	
T20	2.68 (59/22)	2.93 (41/14)	2.57 (36/14)	1.63 (31/19)	1.27 (28/22)	1.04 (26/25)	0.89 (24/27)	0.79 (22/28)
T250, T250-2	3.05 (61/20)	2.93 (41/14)	2.33 (28/12)	1.50 (24/16)	1.16 (22/19)	0.90 (19/21)	0.78 (18/23)	0.71 (17/24)
TS250, TS250-2	2.64 (58/22)	3.33 (50/15)	2.29 (32/14)	1.56 (28/18)	1.19 (25/21)	0.95 (22/23)	0.80 (20/25)	
T305	3.05 (61/20)	2.71 (38/14)	2.33 (28/12)	1.50 (27/18)	1.14 (24/21)	0.95 (22/23)	0.80 (20/25)	0.70 (19/27)
T350, T350-2	3.05 (61/20)	2.71 (38/14)	2.33 (28/12)	1.50 (27/18)	1.16 (22/19)	0.90 (19/21)	0.78 (18/23)	0.71 (17/24)
T500	2.50 (65/26)	2.36 (33/14)	2.50 (30/12)	1.56 (25/16)	1.16 (22/19)	0.95 (21/22)	0.87 (20/23)	
T500-2, T300-3	2.50 (65/26)	2.2 (33/15)	2.50 (30/12)	1.56 (25/16)	1.16 (22/19)	0.95 (21/22)	0.87 (20/23)	

3–14 Electrical Equipment

Models	Primary Coil Resistance (Ω)			Ignition Coil resistance (Ω)						Ignition performance (Three prong gap tester)	Condenser Capacity (Kokusan)
				Primary Coil			Secondary Coil				
	Denso	Kokusan	Mitsubishi	Denso	Kokusan	Mitsubishi	Denso	Kokusan	Mitsubishi		
U50, F50, U70	1.94				0.7	0.63		5.3k	6k		0.26~0.34μF
K50, K50-2, A50	⎫	1.14		2.5	⎫	⎫	8.4k	⎫	⎫	Over 7 mm	or
AS50, AC50, A50-2	2.0				1.60	1.35		5.7k	8k		0.16~0.20μF
K50D											
K50D-2				4			9.5k			Over 6 mm	0.20~0.24μF
A70, A70-2			1.3		0.7	0.63		5.3k	6k		0.26~0.34μF
TS90 TC90			⎫		⎫	⎫		⎫	⎫		or
A100, AC100		1.14		4			9.5k			Over 7 mm	
A100-2, A100-3			1.6		1.6	1.35		5.7k	8k		0.16~0.20μF
B100, B120		1.2				0.63			6k	Over 6 mm	0.27~0.33μF
KT120		1.2				⎫			⎫		
TC120, TC120-2		1.2				1.35			8k	Over 6 mm	0.27~0.33μF
K125, K125-2				4			9.5k			Over 6 mm	0.20~0.24μF
T125, T125-2				4	1.5~1.6		9.5k	10k		Over 7 mm	0.20~0.24μF(0.22~0.27μF)
TS250, TS250-2		1.2			1.5~1.6			10k		Over 8 mm	0.22~0.28μF
T200, T20				4			9.5k			Over 8 mm	0.22~0.26μF
T250, T25-2, T305					4.6			13k		Over 8 mm	0.22~0.28μF
T350, T350-2										Over 8 mm	
T500, T500-2					4.6			13k		Over 8 mm	0.22~0.28μF
T500-3											

Models	Lighting Capacity	Charging Capacity	
		Day Time	Night Time
U50, F50, U70 K50, K50-2, A50 AS50, AC50, A50-2	Over 6V/2,000 rpm Below 9V/8,000 rpm	Over 0.15A/2,000 rpm Below 3.2A/8,000 rpm	Over 0.1A/2,000 rpm
A70, A70-2, TS90 TC90, AS100, AC100 A100, A100-2, A100-3	Over 6V/1,700 rpm Below 8.5V/8,000 rpm	Over 0.15A/2,000 rpm Below 3.2A/8,000 rpm	Over 0.1A/2,000 rpm
B100, B120 KT120 TC120, TC120-2	Over 6V/1,500 rpm Below 9V/8,000 rpm	Over 0.6A/1,500 rpm Below 3.2A/8,000 rpm	Begin to charge/Below 1,500 rpm Over 0.5A/8,000 rpm
T125, T125-2		Begin to charge/Below 2,000 rpm Below 3A/8,000 rpm	Begin to charge/Below 2,300 rpm Below 3A/8,000 rpm
TS250, TS250-2	Over 6V/2,500 rpm Below 8.5V/8,000 rpm	Over 0.2A/2,000 rpm Below 3.2A/8,000 rpm	
T200, T20		Begin to charge/Below 2,000 rpm 1.5～2.5A/8,000 rpm	Begin to charge/Below 2,000 rpm 2～3A/8,000 rpm
T250, T250-2, T305 T350, T350-2		Begin to charge/Below 2,000 rpm 1.5～2.5A/8,000 rpm	Begin to charge/Below 1,700 rpm 2A～3A/8,000 rpm
T500, T500-2 T500-3		Begin to charge/Below 1,100 rpm Below 5.7A/8,000 rpm (At the time of not passing through voltage regulator)	Begin to charge/Below 1,700 rpm Below 3.7A/8,000 rpm (At the time of not passing through voltage regulator)

3–15. Starter Dynamo Adjusting Voltage And Charging Capacity

Models	Cut-in Voltage	No load Standard Voltage	Charging Capacity
K50D K50D-2	12V~13.5V	15.4V~16.6V	13.5V, 4A at 2,850 rpm
K125 K125-2	12V~13.5V	15.4V~16.6V	13.5V, 7A at 2,250 rpm

3–16. Tightening Torque

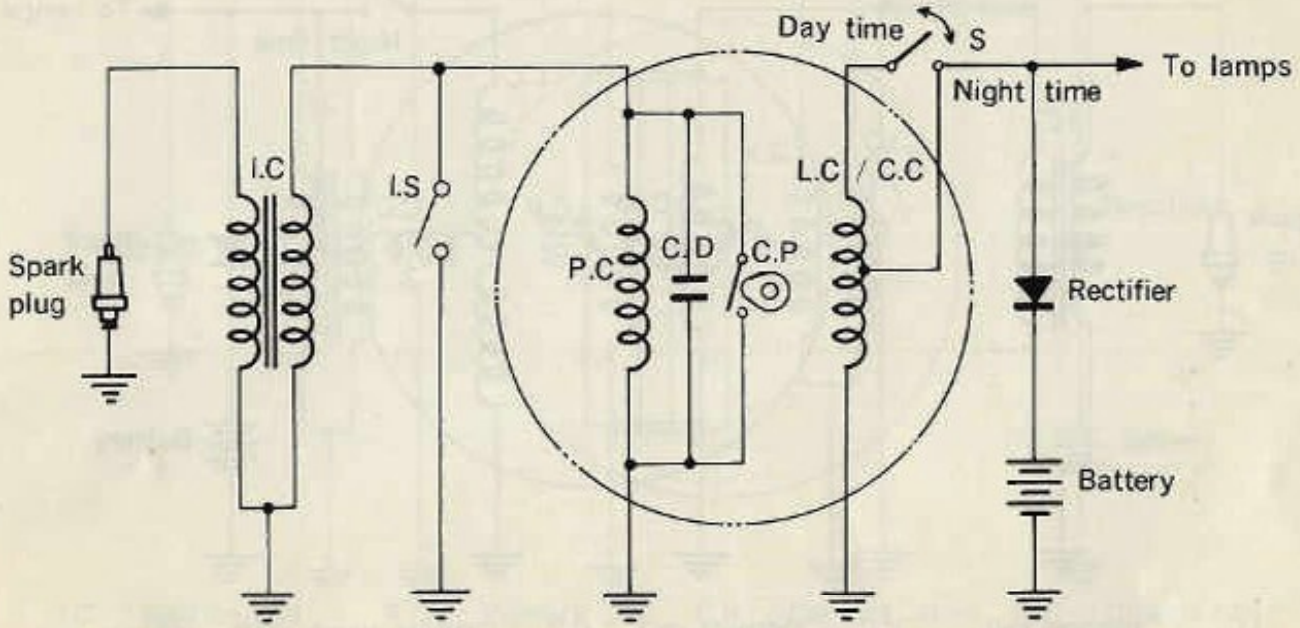
Models	Front & Rear Axle Nuts	Front Fork Bolt	Upper Bracket Bolt	Handle Holder Bolt	Rear Shock Absober Nuts	Rear Swinging Arm Shaft Nut
U50, F50, U70	350 kg-cm (25.3 lb-ft)				250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
K50, K50D, K50-2 K50D-2, A50, AS50 AC50, A50-2	350 kg-cm (25.3 lb-ft)	430 Kg-cm (31.1 lb-ft)	430 kg-cm (31.1 lb-ft)	For 6 mm bolt 80 kg-cm (57.8 lb-ft) For 8 mm bolt 150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
A70, A70-2	350 kg-cm (25.3 lb-ft)	430 kg-cm (31.1 lb-ft)	430 kg-cm (31.1 lb-ft)	For 6 mm bolt 80 kg-cm (57.8 lb-ft) For 8 mm bolt 150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
TS90 TC90	450 kg-cm (32.9 lb-ft)	300 kg-cm (21.7 lb-ft)	430 kg-cm (31.1 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
A100, AC100 A100-2, A100-3	420 kg-cm (30.4 lb-ft) 350 kg-cm (25.3 lb-ft)	430 kg-cm (31.1 lb-ft)	430 kg-cm (31.1 lb-ft)	For 6 mm bolt 80 kg-cm (57.8 lb-ft) For 8 mm bolt 150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
B100P, B120, KT120 TC120, TC120-2	420 kg-cm (30.4 lb-ft)	300 kg-cm (21.7 lb-ft)	300 kg-cm (21.7 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
K125, K125-2	650 kg-cm (47.0 lb-ft)	300 kg-cm (21.7 lb-ft)	450 kg-cm (32.5 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	380 kg-cm (27.5 lb-ft)
T125, T125-2	650 kg-cm (47.0 lb-ft)	420 kg-cm (30.4 lb-ft)	420 kg-cm (30.4 lb-ft)	420 kg-cm (30.4 lb-ft)	250 kg-cm (18.1 lb-ft)	250 kg-cm (18.1 lb-ft)
T200, T20	420 kg-cm (30.4 lb-ft)	350 kg-cm (25.3 lb-ft)	800 kg-cm (57.8 lb-ft)	150 kg-cm (lb-ft)	250 kg-cm (18.1 lb-ft)	450 kg-cm (32.5 lb-ft)
T250, T250-2 TS250, TS250-2	650 kg-cm (47.0 lb-ft)	350 kg-cm (25.3 lb-ft) 270 kg-cm (19.5 lb-ft)	800 kg-cm (57.8 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	600 kg-cm (43.4 lb-ft)
T305 T350, T350-2	650 kg-cm (47.0 lb-ft)	350 kg-cm (25.3 lb-ft)	800 kg-cm (57.8 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	600 kg-cm (43.4 lb-ft)
T500, T500-2 T500-3	650 kg-cm (47.0 lb-ft)	350 kg-cm (25.3 lb-ft)	800 kg-cm (57.8 lb-ft)	150 kg-cm (10.8 lb-ft)	250 kg-cm (18.1 lb-ft)	600 kg-cm (43.4 lb-ft)

Models	Cylinder Head Bolts & Nut	Primary Pinion Nut	Clutch Sleeve Hub Nut	Transmission Drain Plug	Engine Sproket Nut	Rotor Bolt & Nut
U50, F50	100 kg-cm (7.23 lb-ft)	430 kg-cm (31.1 lb-ft)	250 kg-cm (18.1 lb-ft)	330 kg-cm (23.9 lb-ft)	60 kg-cm (4.34 lb-ft) 380 kg-cm (27.5 lb-ft)	350 kg-cm (25.3 lb-ft)
K50D, K50D-2 K50, K50-2		330 kg-cm (23.1 lb-ft)			380 kg-cm (27.5 lb-ft)	
AC50, AS50 A50, A50-2		430 kg-cm (31.1 lb-ft)				
U70 A70, A70-2	100 kg-cm (7.23 lb-ft)	430 kg-cm (31.1 lb-ft)	250 kg-cm (18.1 lb-ft)	330 kg-cm (27.5 lb-ft)	380 kg-cm (27.5 lb-ft)	350 kg-cm (25.3 lb-ft)
TS90 TC90	220 kg-cm (15.9 lb-ft)	430 kg-cm (31.1 lb-ft)	250 kg-cm (18.1 lb-ft)	330 kg-cm (27.5 lb-ft)	500 kg-cm (27.5 lb-ft)	350 kg-cm (25.3 lb-ft)
A100, AC100 A100-2, A100-3	220 kg-cm (15.9 lb-ft)	430 kg-cm (31.1 lb-ft)	250 kg-cm (18.1 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	350 kg-cm (36.2 lb-ft)
B100P, B120 KT120, TC120, TC120-2	200 kg-cm (14.5 lb-ft) 250 kg-cm (18.0 lb-ft)	430 kg-cm (31.1 lb-ft)	500 kg-cm (36.2 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	500 kg-cm (36.2 lb-ft)
K125, K125-2	200 kg-cm (14.5 lb-ft)	430 kg-cm (31.1 lb-ft)	380 kg-cm (27.5 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	200 kg-cm (14.5 lb-ft)
T125, T125-2	100 kg-cm (7.23 lb-ft)		250 kg-cm (18.1 lb-ft)		60 kg-cm (4.34 lb-ft)	
T200	200 kg-cm (14.5 lb-ft)	430 kg-cm (31.1 lb-ft)	480 kg-cm (34.7 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	200 kg-cm (14.5 lb-ft)
T20, T250, T250-2 TS250, TS250-2	200 kg-cm (14.5 lb-ft)	430 kg-cm (31.1 lb-ft) 480 kg-cm (34.7 lb-ft)	480 kg-cm (34.7 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	200 kg-cm (14.5 lb-ft) 600 kg-cm (43.4 lb-ft)
T305 T350, T350-2	200 kg-cm (14.5 lb-ft)	430 kg-cm (31.1 lb-ft)	480 kg-cm (34.7 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	200 kg-cm (14.5 lb-ft)
T500, T500-2 T500-3	For belt 200 kg-cm (14.5 lb-ft) For Nut 350 kg-cm (25.3 lb-ft)	480 kg-cm (34.7 lb-ft)	480 kg-cm (34.7 lb-ft)	330 kg-cm (23.9 lb-ft)	500 kg-cm (36.2 lb-ft)	200 kg-cm (14.5 lb-ft)

4. WIRING DIAGRAM FOR ENGINE

4–1. Magneto wiring diagram

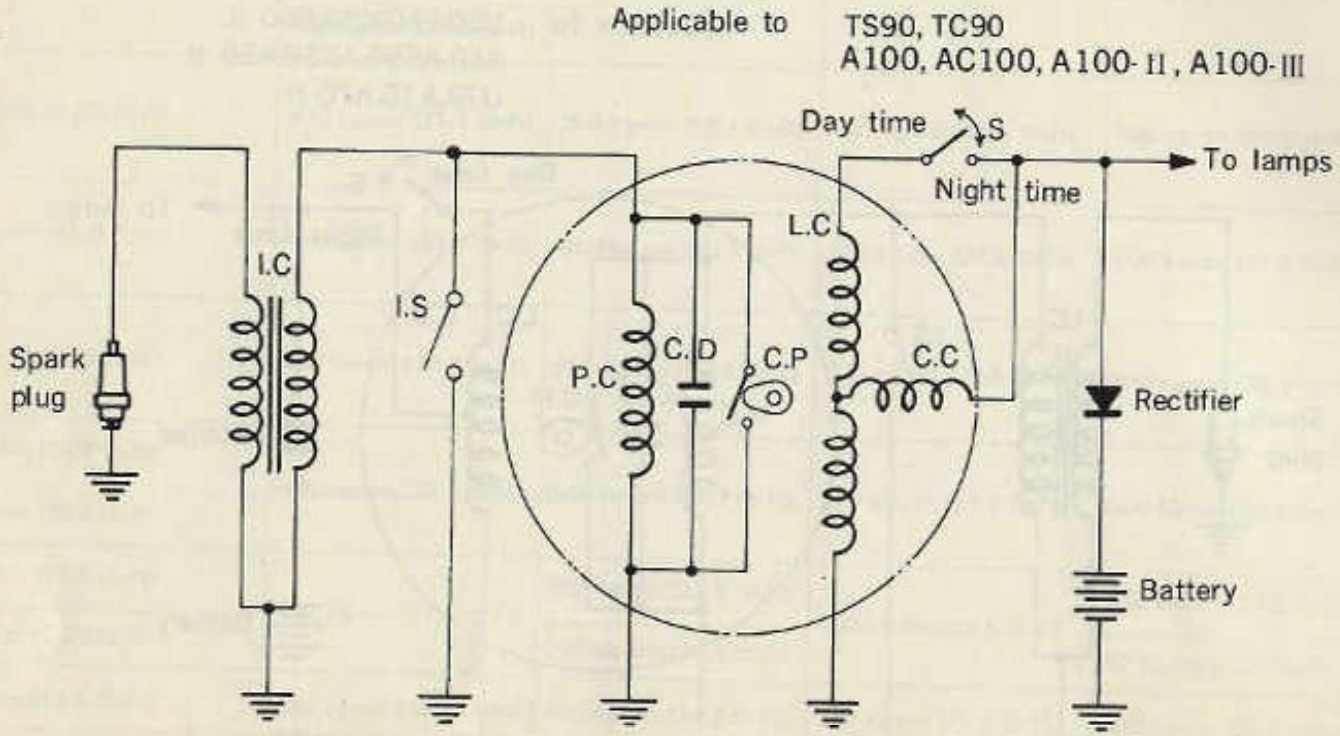
Applicable to : U50,F50,K50,K50- II
A50,AS50,AC50,A50- II
U70,A70,A70- II



I.C : Ignition coil P.C : Primary coil C.P : Contact point C.C : Charge coil
I.S : Ignition switch C.D : Condenser L.C : Lamp coil S : Switch

Wiring diagram (1)

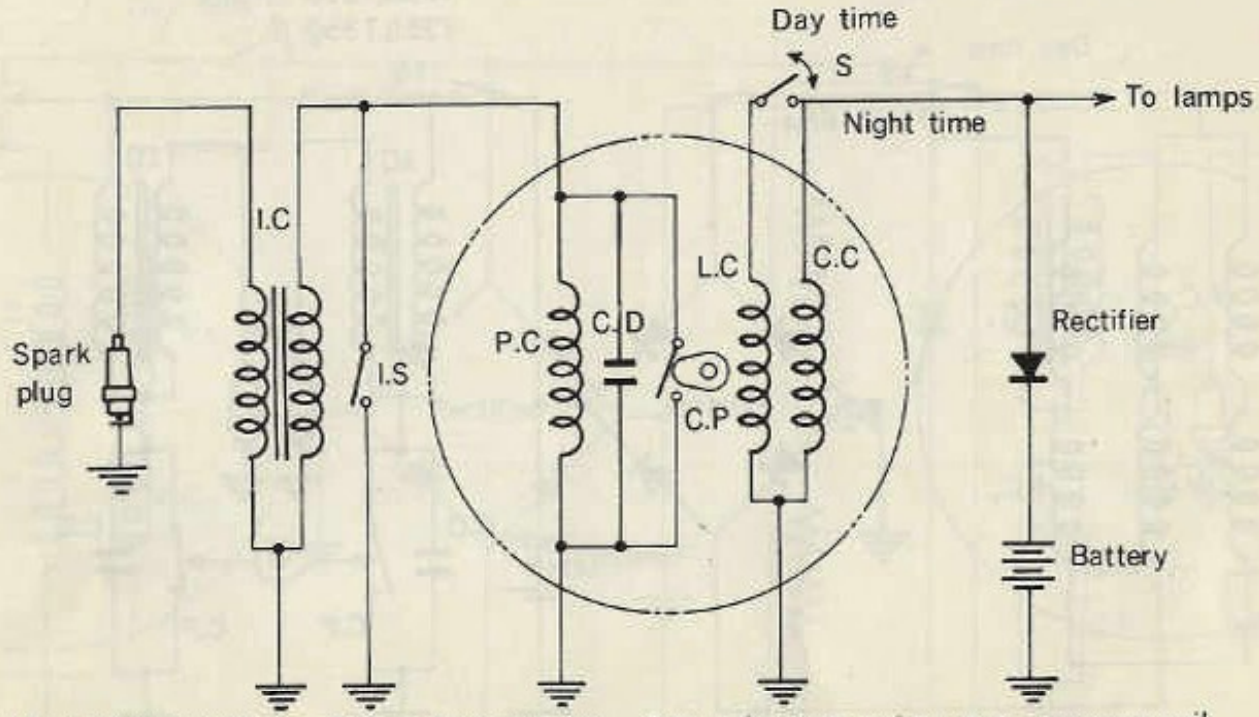
4–2. Magneto wiring diagram



Wiring diagram (2)

4–3. Magneto wiring diagram

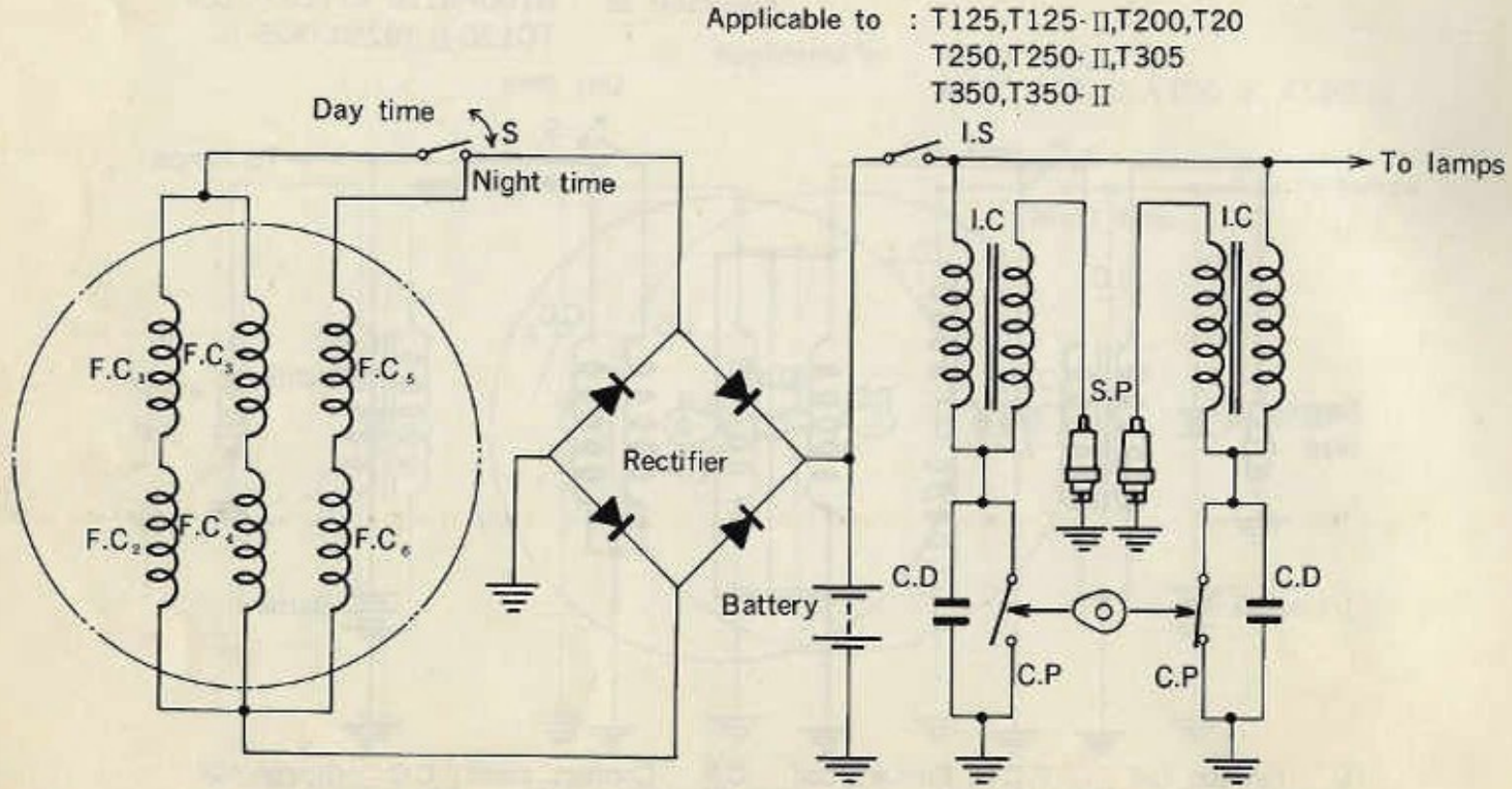
Applicable to : B100P,B120 KT120,TC120
TC120-II,TS250,TS25-II



I.C : Ignition coil P.C : Primary coil C.P : Contact point C.C : Charge coil
I.S : Ignition switch C.D : Contact point L.C : Lamp coil S : Switch

Wiring diagram (3)

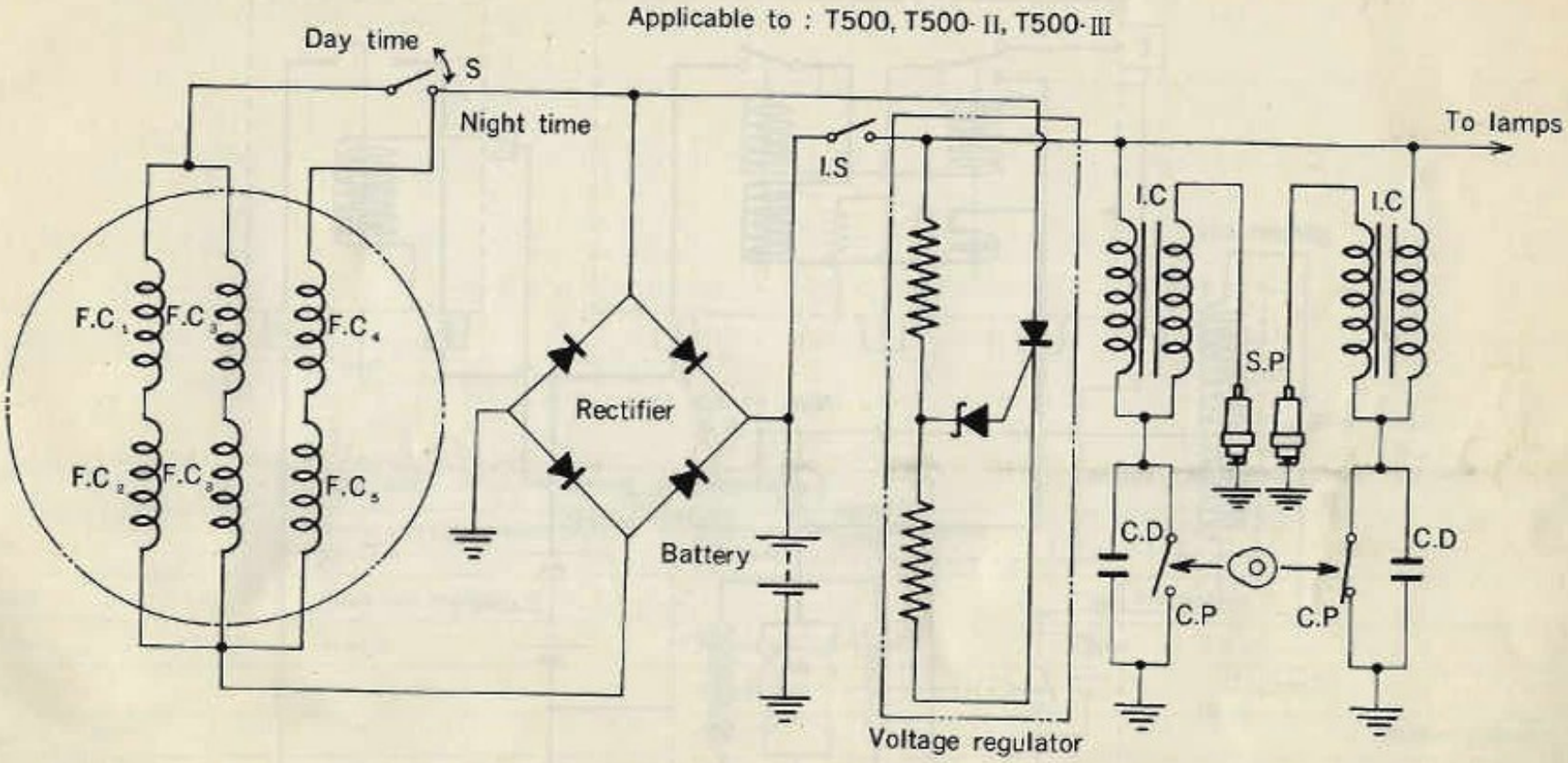
4–4. AC generator wiring diagram



F.C : Field coil S : Switch C.D : Condenser S.P : Spark plug
I.S : Ignition switch I.C : Ignition coil C.P : Contact point

Wiring diagram (4)

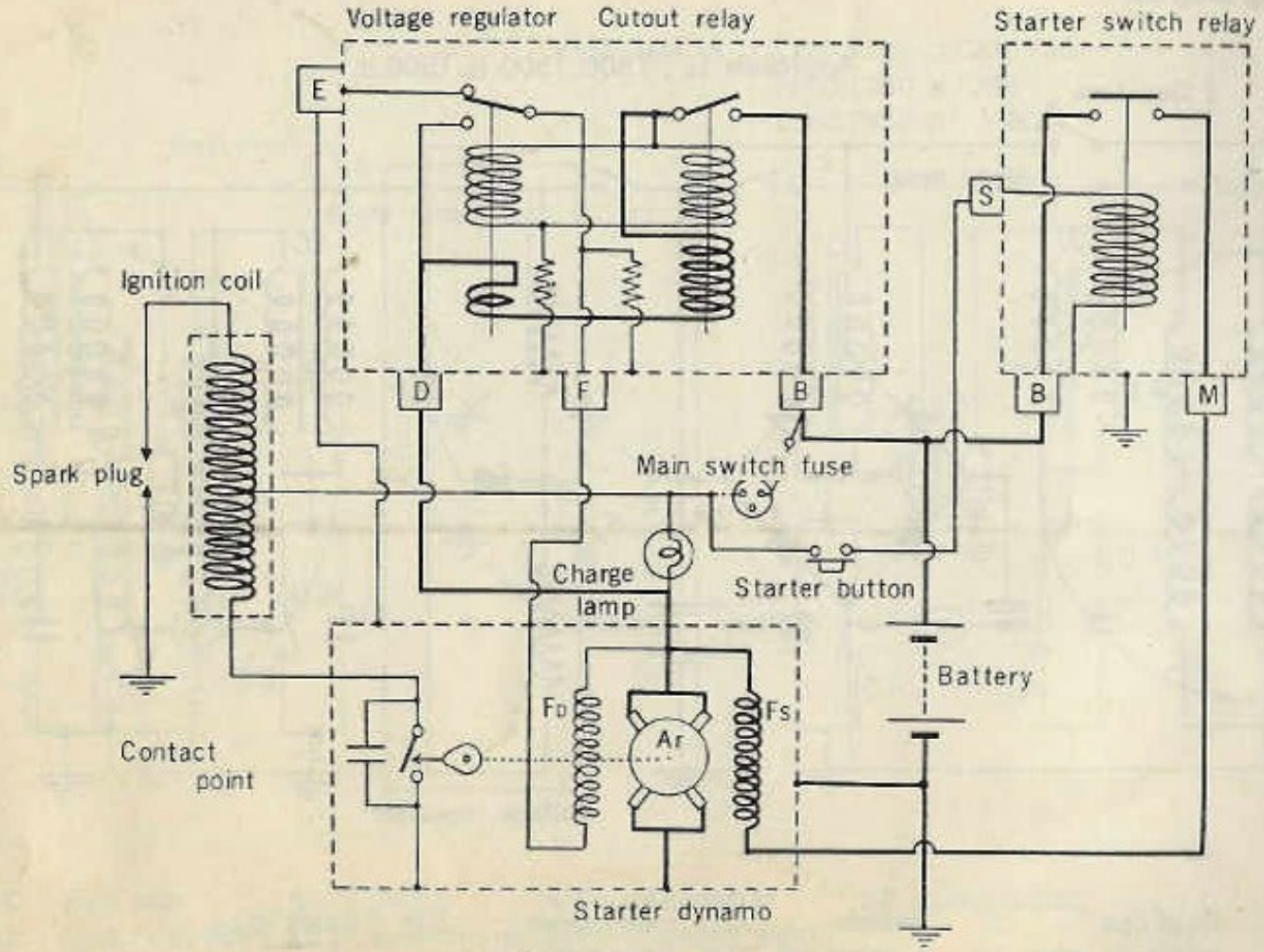
4–5. AC generator wiring diagram



F.C : Field coil S : Switch C.D : Condenser S.P : Spark plug
I.S : Ignition switch I.C : Ignition coil C.P : Contact point

Wiring diagram (5)

4–6. Starter dynamo & voltage regulator wiring diagram



Ar. Armature
Fs. Starter field coil
Fd. Dynamo field coil

Wiring diagram (6)

5. PERIODICAL INSPECTION

The chart below indicates time when inspections, adjustments and maintenance are required based on the distance the motorcycle runs, that is first 1,000km (750mi), and every 3,000km (2,000mi), 6,000km (4,000mi) and 12,000km (8,000mi) thereafter. According to the chart,advise users to make the motorcycle checked and serviced at your shop. See the appropriate section for instructions on making the inspection.

Distance (km)	1,000 km	Every 3,000 km	Every 6,000 km	Every 12,000 km
	750 mi	Every 2,000 mi	Every 4,000 mi	Every 8,000 mi
Oil pump	Check operation, adjust control lever adjusting marks	Check operation, adjust control lever adjusting marks		
Spark plug	Clean	Clean and adjust gap	Replace	
Gearbox oil	Change	Change		
Throttle, Brake and Clutch cables	Adjust play	Adjust play	Lubricate	
Carburetor	Adjust with throttle valve screw and pilot air screw	Adjust with throttle valve screw and pilot air screw		Overhaul and clean
Magneto & staryer dynamo	Check contact point gap and ignition timing. Retighten magneto nut	Check contact point gap and ignition timing. Lubricate contact breaker cam oil felt		Replace contact point
Cylinder heat and cylinder	Retighten cylinder and cylinder head nuts	Retighten cylinder and cylinder heat nut	Remove carbon	
Battery	Check and service electrolyte solution	Check and service electrolyte solution		
Fuel cock	Clean fuel strainer		Clean fuel strainer	
Drive chain	Adjust	Adjust and lubricate	Clean	
Brakes	Adjust play	Adjust play		
Air cleaner		Clean		Replace element
Throttle grip			Put grease in throttle grip	
Exhaust pipe and Muffler	Retighten exhaust pipe clamp and fitting nut	Retighten exhaust pipe clamp and fitting nut	Remove carbon	
Steering stem	Check play Retighten stem nuts		Check play Retighten stem nuts	
Bolts, Nuts and Spokes	Retighten		Retighten	
Oil outlet			Clean outlet union filter	

J.S.T.

TORQUE AND TEMPERATURE CONVERSION FORMULAS

KG-CM	FT-LB	FT-LB	KG-CM	°C	°F	°F	°C
1	0.0723	1	13.83	-35	-31	0	-18
5	0.3615	2	27.66	-30	-22	10	-12
10	0.723	3	41.49	-25	-13	20	-7
15	1.0845	4	55.33	-20	-4	30	-1
20	1.446	5	69.16	-15	5	35	2
25	1.8075	6	82.99	-10	14	40	4
30	2.169	7	96.81	- 5	23	45	7
35	2.5305	8	110.65	0	32	50	10
40	2.892	9	124.48	5	41	55	13
45	3.253	10	138.31	10	50	60	16
50	3.615	15	207.47	15	59	65	19
55	3.9765	20	276.6	20	68	70	21
60	4.338	25	345.76	25	77	75	24
65	4.6995	30	414.9	30	86	80	27
70	5.061	35	484.06	35	95	85	29
75	5.4225	40	553.3	40	104	90	32
80	5.784	45	622.46	45	113	95	35
85	6.1445	50	691.6	50	122	100	38
90	6.507	55	760.76	55	131	105	41
95	6.8685	60	829.9	60	140	110	43
100	7.23	65	899.06	65	149	115	46
150	10.845	70	968.1	70	158	120	49
180	13.014	75	1037.26	75	167	150	66
220	15.906	80	1106.5	80	176	170	77

SUZUKI MOTOR CO., LTD.

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